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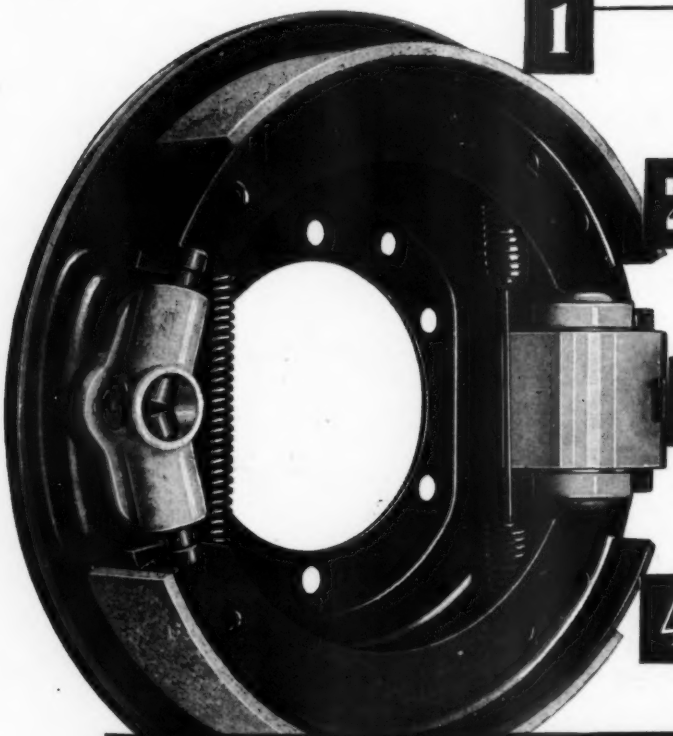

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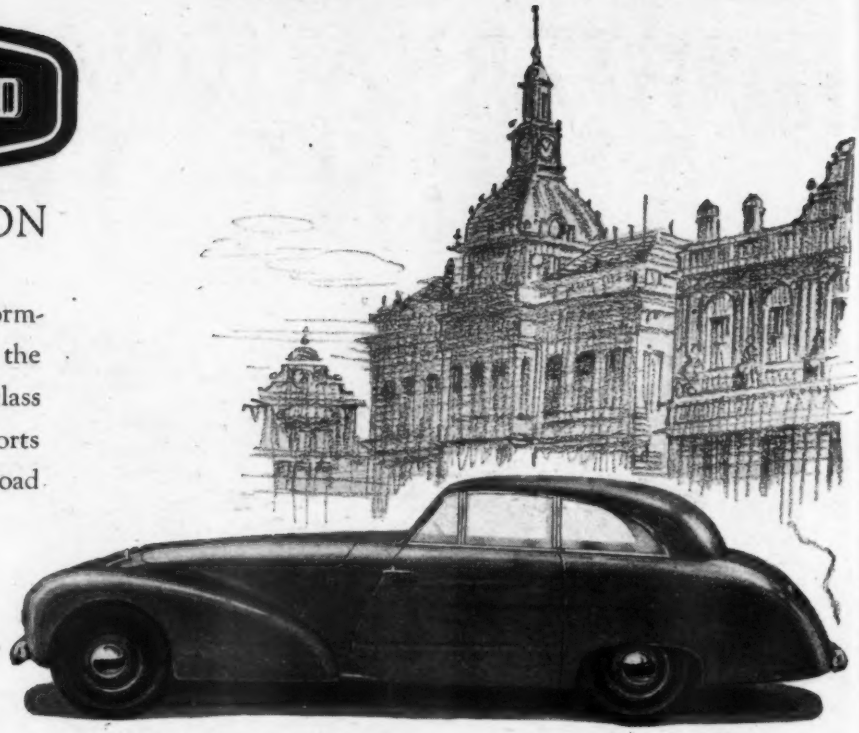

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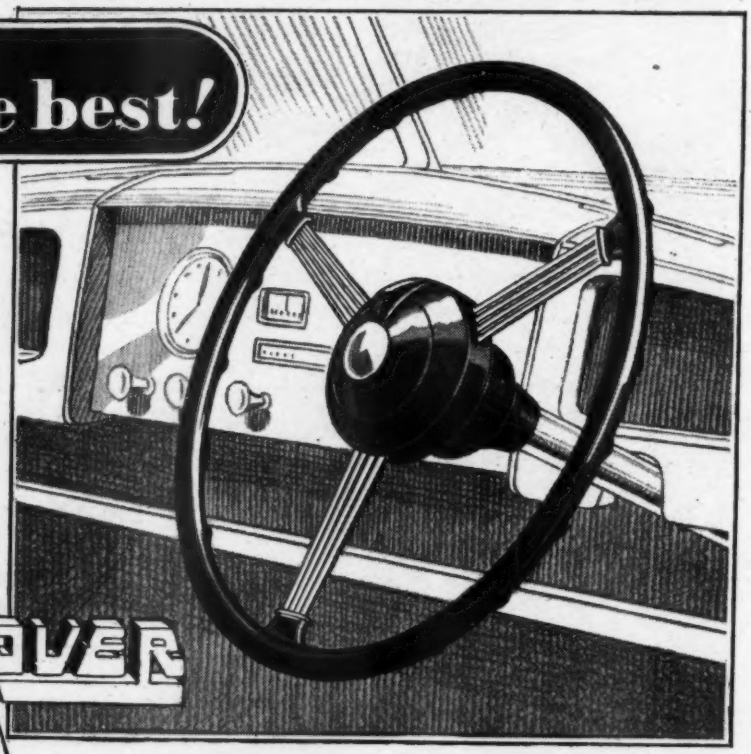

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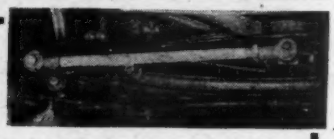

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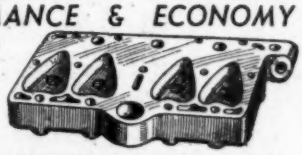

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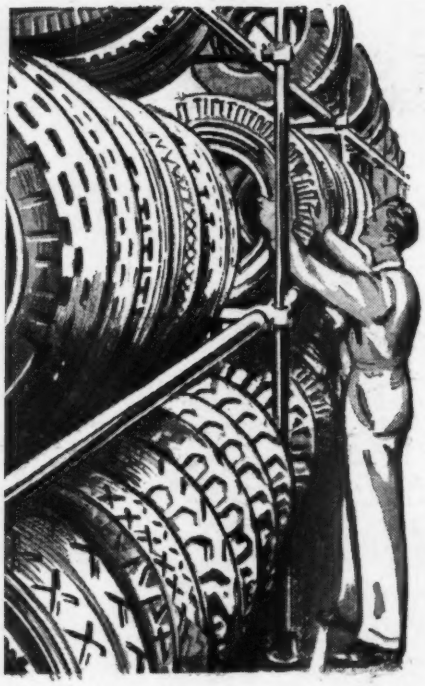

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In This Issue

Roadworthiness: Are Certificates Necessary? .. 848
Disconnected Jottings .. 850
Lyme Park 853
The Struggle for the Odd Inch 854
New York Notebook .. 858
Between Two Rivers .. 860
Weekend Sport 862
Green-mantled 863
Correspondence 865
Swiss G.P. and G.P. des Nations: Full Report .. 867
The Sport 869

The Autocar

FOUNDED 1895

No. 2857 FRIDAY, AUGUST 4, 1950 Vol. XCV

Dual-purpose Transport

A COUNTRY of limited means that is forced to rearm heavily by the hostility of its neighbours must utilize its resources in the most economical manner. As regards military vehicles, the popularity of the wartime American Jeep as a civilian means of transport makes us wonder if Britain will make full use of the present opportunity to do so.

Private car production is one of the first sufferers when aircraft, tanks and combat cars are required. But need this be so drastically the case? The difference between the British version of the Jeep demonstrated in Surrey last week, and a workaday vehicle for civilian purposes, is so slight that in one respect the demand for military vehicles need not cause the civilian market to suffer such deprivation; the design gap should be bridgeable. The result would be a vehicle equally suitable for peacetime use, and for all the varied services of war—combat, supply and civil defence. Production of such a vehicle could thereupon go ahead at full speed, but a large proportion of the output, contrary to the usual practice, *could be sold to the ordinary public*. This would be a development of the subsidy scheme for commercial vehicles which operated between the wars, and through which the War Office kept a check on commercial vehicle potential.

A number of advantages would accrue from such a course of action. First and foremost, a large reserve of vehicles, standardized in design, would be available for requisition whenever hostilities broke out; and a large number of them would be in the pink of condition—run in, well maintained and carefully driven. Moreover, their use for peaceful purposes would contribute to the economy of the country, instead of being a drain on it, as is the purely military vehicle more or less kept in cold storage. The drivers would be fully trained and probably intimately knowledgeable about the mechanical design and servicing of their vehicles.

It is true that a certain percentage of the privately owned cars would be in a state of disrepair and would be unfit for "calling up"; but even these would serve a useful purpose as a source of spares on the well-known "cannibalization" principle, and their ultimate disposal as scrap would at least be accompanied by the reflection that the community had had its money's-worth out of them.

Design Difficulties

AMATEUR design critics—and how many of them there are!—will find the reading of the article on pages 854-857 a salutary experience, for it outlines the difficulties of the professional in his efforts to save an inch or two in the right places. In doing so, it stresses tacitly the difference between the rough sketch on the back of a menu and the working drawing which can successfully be translated into steel, upholstery and rubber. It is a very big one.

Quite plainly the modern car is not wasteful of space in the interior; indeed, the utilization of full width has sometimes been obtained only by the sacrifice of a measure of appearance, which may, none the less, be well lost. Where waste is accepted in order to retain appearance—above the engine and under a too-long, too-high bonnet—a similar disregard of conventional aesthetics might be encouraged. In the list of priorities, safety and convenience must take precedence over what is merely joyous to the eye.

Yet that final phrase should be remembered, and particularly by the amateurs. We are frequently asked to give our views of "ideal" cars carefully sketched by enthusiasts, and only too frequently to gaze at photographs of home-made "specials." With unbounded interest in motoring matters we do so. But there is rarely joy in our eyes, and our unwillingness to blunt the edge of keenness makes a truthful opinion of such designs very difficult to convey!

ARE CERTIFICATES FOR CARS REALLY DESIRABLE OR NE

A GOOD deal has been heard in the past, and a good deal is likely to be heard in the future, about compulsory testing of vehicles at certain stated intervals, so that they shall always carry a roadworthiness certificate, much the same as an aircraft has its certificate of airworthiness. The aim of such a system would be increased road safety, and as a result—as was shown in the recent debate in the House of Lords on the subject—the suggestion has an instant appeal.

Motorists, however, would do well to consider the arguments on both sides before they join either protagonists or antagonists. First of all the pros.

Vehicles on the road would be of a known standard of fitness as regards brakes, steering and mechanical soundness (as far as can be judged). Therefore accidents caused by vehicle defects would be virtually eliminated. The procedure would be simple. Every six months, say, a motorist would drive his car into a certified garage, or Government testing station, and, after the examination, have his certificate renewed—if only he does his duty of keeping his vehicle in good condition.

It is in no spirit of carping criticism, or unwillingness to promote road safety, that this journal turns the picture over so that the weave of the canvas may be examined. It is our duty to put both sides of such questions fairly before the reader, and for him to come to his own decision; nor, in doing so, must we sit on the fence and not announce our own decision. But in order not to prejudge the issue, that conclusion is best stated at the end of this examination. Let us, therefore, take the favourable points one by one and consider the opposition view.

What is "Fitness"?

"Known standard of fitness." Can such a standard be fixed? Presumably it can with regard to brakes and steering, because instruments of accepted reliability can be used to give brake efficiency, while play in the steering to a dangerous degree is measurable; tyre wear can also be easily judged. But what of general mechanical soundness, governed from the safety angle by the liability to failure through fatigue of any critical metal part? There is no rough and ready method of finding out this; even a crack in a stub axle, say, can be revealed only when the dirt and grime have been removed. Moreover, the best owner-maintained car can be rendered dangerous by careless reassembly at a service station. To take an obvious example, supposing a mechanic had replaced a wheel and forgotten to replace the nuts; the owner would hardly check the wheel nuts before driving away, yet ten yards down the road the wheel might come off and the resulting accident be ascribed to a "mechanical defect." This type of eventuality would not be covered by the certificate.

This factor therefore militates against the "virtual elimination" of all accidents caused by vehicle defects. How many such accidents are there? As far as can be judged by the police system of "primary responsibility" (which the police would not, of course, claim is infallible) 4 per cent of 146,736 accidents in 1949 were the result (primarily) of mechanical defects; by contrast, 89 per cent were primarily caused through human error. If a big reduction in accidents is desired, it is obvious in which direction efforts are best directed.

"The procedure would be simple." Before going into this, let us recall a few figures. The total number of vehicles registered in May was (in round figures) 4,000,000. If the examination of each of these vehicles took half an hour—a conservative allowance for a thorough test—that would mean 2,000,000 hours of work. Twice a year would mean 4,000,000 hours of work in a year. On a 40-hour week, that would mean roughly that two thousand one-man testing stations would be needed to cope with the present number of vehicles. From this simple basis one can imagine the kind of organization that would actually be required, and also estimate the chances of a motorist being able to drive in for a test, in the same certainty of being away again in a known time, as he is when he calls at the pumps for petrol.

Two suggestions are advanced as regards the organization. One is that it should be unique to the job, the testers being Government officials, and the stations Government premises. The other is that certain garages should be certified as testing agents. Against both of these is the argument of costs; who is to pay? Fairly certainly, the motorist, in the form of a test fee. Now if motoring in this country were cheap in the matter of statutory charges, no motorist could reasonably object to this. But these charges—and the petrol tax is one of them—on motoring already cause car owners to groan under the burden, and test fees—however altruistic their purpose—would be something like the last straw that broke the camel's back. Yet the prospect of such fees being paid by the taxpayer in general are not good, and it is hard to believe that the Government would give up for the purpose any of the moneys filched

ROADWORT

yearly from the Road Fund. It is certain, in fact, that a new motoring statutory charge would eventuate.

Against the slightly cheaper method of garages doing the testing is the objection raised in the recent debate in the House of Lords—the doors would be open to a "lovely racket," upon which no enlargement is needed. The only precaution suggested so far is that test garages should not be permitted to carry out the recommended servicing that might follow a test report. This would be quite inconvenient for the motorist and, in fact, the whole thing begins to look a little complicated for the ordinary owner. Whatever may be devised to ease his testing, it is obvious that it would be no casual drive in and out again, which is the ideal that many protagonists have in mind.

Bear in mind also that the test would be an official procedure, and those who renew licences, register new cars, buy houses, *build* them, or who have experience of any form of official procedure whatsoever, will know exactly what that means. Even the driving test, with its far fewer numbers concerned, is a complicated business for the applicant, and as for the citizen's income tax. . . . Twice a year would not be sufficiently frequent for the formalities to be easily remembered, and the result would be bound to be a period of form-filling, fuss and general harassment.

In Defence of Liberty

In addition, there is an angle to all these things that goes unappreciated except by the deepest thinkers, and this is personal liberty. The liberty of the subject has been curtailed to such a degree that some of the great radicals of history would be appalled if they could return to see it. Every time liberty is curtailed the excuse is the same—that it is for the good of the majority. This is not always true; the liberty of all is frequently curtailed in an effort to restrain a small minority, and this is particularly true with regard to vehicle tests. There are a certain number of ancient, unroadworthy vehicles in the hands of irresponsible people on the road today. But the vast majority are well-maintained cars and commercial vehicles in the hands of responsible people who are well aware of their duty to the community. Why should all these be restricted in order to ensnare the few? And do not the Construction and Use Regulations, even now, permit the police to apprehend the drivers of unroadworthy cars? The problem is one of enforcement, and is not likely to be eliminated by extra regulations. Enforcement is also a problem even in vehicle testing, and the method chosen

OR NECESSARY?

THINESS

377 *Road* [LORDS] *Accidents* 378

[Lord Llewellin.]

what is happening, I think, with respect to the 20 miles per hour limit for lorries. It may be that, once a man has, so to speak, let himself go, and has broken the speed limit, he feels that there is no point in stopping at 30 miles per hour. Prob- he takes the view that once he has ded the legal speed limit he might be hung for a sheep as for a lamb, lerates to 40 miles, 45 miles or miles per hour, as I have seen these lorry drivers doing. Whether s or 30 miles per hour is the limit l, I would plead that more st be taken to enforce the limit eavy vehicles. That bri ve have no olice The to see what ha en called the e sort of officers who o is guilty of only a rhaps of some little act ing, but who will none gainst a man or woman ad hog."

This is a reproduction of a page from the "House of Lords Official Report" (Hansard) dated July 18. The speaker is Lord Llewellin, President of the Royal Society for the Prevention of Accidents. It is fair to state, however, that his lordship prefaced his speech by the qualification that the suggestions which he put forward were made on his own entire responsibility, and were not made as President of the Society.

would undoubtedly be heavy punishment for non-compliance. That is a slippery legal road, detested by the citizens of this country, and illustrated at its worst in the recent shocking petrol legislation, now fortunately rescinded.

Yet against these objections stands the grim total of the accident figures, and this must always be borne in mind. People say, quite rightly, that anything which can be done to reduce that total should be done. However, it is not. Expert opinion has long ago decided that segregation of traffic would lead to immensely greater road safety, but the official reply to that—made once again in the Lords debate—is that segregation would be fabulously expensive, and by that reply it has been shown that civilization is prepared to put—at least in this country—an £ s d value on human life. As the agitation for roads providing segregation facilities is limited to a small sector of the public, it must be regretfully concluded that this country in general is prepared to sacrifice life rather than spend big sums of money.

The country is, however, prepared to spend a certain amount to obtain greater road safety, and it must therefore get the maximum effect for its money. That is why caution must be sounded against plunging into an expensive system of vehicle testing. Are there other ways in which the money might be spent with better results? From the figures given in the Lords debate it would appear that there are: 4 per cent vehicle defects, 89 per cent human error. It is fairly obvious that money spent improving road behaviour standards (either by compulsion or by education) would pay better results.

There is no doubt, though, that it would be desirable to remove from the road some of the decrepit vehicles that at present make traffic life difficult, and the Construction and Use Regulations should be enforced. No owner could face up to continual apprehension by the police and the resultant fines, but the police are woefully short of the men

this connection as efficiently as possible. If you took a car into one of these approved garages and the man who carried out the inspection said to you: "Your brakes need adjusting, and they will have to be adjusted before I can give you a certificate of roadworthiness," you would naturally say: "Very well then, adjust them for me." The garage would do the job and you would pay for it. That would be a right and proper procedure. It is clear, therefore, that the garage would not wish to lose their approval from the Ministry.

I would have it laid down that a motorist must have this certificate of roadworthiness in the same way that he has to have a certificate of insurance. That means that when applying to the local authority for a licence for your road vehicle you would have to send in not only your certificate of insurance but also your certificate of roadworthiness. Unless that were done the local authority would not issue your licence for the year, or six months, or three months as the case might be. That is a contribution which I think owners of mechanically propelled vehicles ought to be prepared to make towards the solution of this problem.

What should be the contribution of cyclists? I am not in any way hostile to cyclists. I think that cycling provides a very good means for people to get to and from their work and that we ought ot to be in any way "down" upon ose wh their machines for that creation. Large num- outings

necessary to carry out the task. Here, then, is one way in which the money might be spent that would have gone on vehicle testing—to encourage new recruits to the police force, increase the mobile patrols, and thus keep a check on vehicle fitness through the enforcement of Construction and Use. Incidentally, in order to avoid excessive inconvenience to the driver by continual apprehension, the police might issue a certificate stating when the vehicle was last examined and found satisfactory. A second bird would be killed by this stone, for it was also reiterated in the Lords debate that the institution of mobile police patrols had been one of the greatest causes of reduction in the number of accidents.

Our attitude, therefore, which has become clear in the course of this article, is that at the present time the most useful purpose would not be served by instituting roadworthiness certificates and all the testing facilities that these imply. For the moment efforts should be directed towards ends by means of which quicker and bigger results might accrue. When all has been done in these other directions, and if money and men are still available, vehicle testing might be introduced. In sum, therefore, first things first. Only a country with money, manpower and facilities to spare can launch itself into idealistic schemes such as a roadworthiness certificate for every vehicle, and all the organization which that would need; Britain, alas, is not at the moment a country with money, manpower and facilities to spare.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Deception

I HALTED in a traffic block the other evening and my eye was immediately taken by what appeared to be an excellent poster high up on the left. It was an impressionistic painting of a stormy scene—dark-based cumulus clouds rolling over a mountain range beyond a stretch of water, a late evening study. So engrossed was I in the scene that I took no notice of the surroundings until, as the block shifted, I realized almost unbelievingly that I had been looking at a white-framed window which was reflecting a few mundane objects across the road in the wavy surface of very poor glass. The experience reinforced a contention of mine that the eyes can play the most surprising tricks—a fact that camouflage experts know all about. What is more, they play them more frequently when the mind is not concentrating on the subject in hand, and this in turn reinforces another contention recently expressed by a colleague in the words, "You have to concentrate all the time to be a good driver nowadays—and on the job of driving to the exclusion of all else."

✦ ✦ ✦

Illogical

IT was a wet Saturday evening, and we decided that we would go to the movies—a rare outing in our family (incidentally I can recommend the film, "The Happiest Days of Your Life"). The cinema car park, a free one, was full, but right next door to it an enterprising resident had converted his back yard into an additional park for which he asked sixpence. As the car was behind locked double doors and needed no lights I accepted the offer like a shot.

Not so fellow-motorists. They arrived, expressed disgust with the cinema for not having more parking space, and then parked in the street, leaving side lamps on in broad daylight because it would be dark when they came out. It was a quiet street, just the kind in which a car thief might operate with impunity, being able to deduce that the owners were unlikely to return until the programme ended.

That was their business, of course, but I was particularly critical of a woman driver who deliberately parked her car opposite the double doors of the private car park, thus making it difficult for me to get into the park. Her face showed that she felt that she had done a public service by blocking the efforts of a "profiteer." She was wrong; she had merely tried to prevent an enterprising resident from performing a service for which many motorists would be glad to pay sixpence, for there was no compulsion about it.

✦ ✦ ✦

Personality

"WHAT *is* this 'personality' that certain cars possess?" asks a correspondent. Well now, there is a talking point if ever there was one. The personality of a car, I should say, lies in the happy combination of a number of excellent qualities. This definition will exclude the car of excellent appearance, good manners, but no urge. Such a car lacks personality because its other attributes suggest that urge is needed to round them off. It will cover the veteran, because a resonant exhaust note and an occasional breakdown from a machine that is, say, thirty years old, suggest a gallant fight to keep going in spite of old age.

✦ ✦ ✦

Something More?

THE feeling of personality comes most strongly when one is at the wheel and all is going well. I have in mind such occasions as a wet night on a lonely road. The car swings along with a swish of water; the engine fairly sings under the bonnet, and as you take the wet corners you can feel exactly how near the back end is to a slide. Your movements are metronomed by the beat of the screenwiper, and the security grows on you of the knowledge that, without fuss or bother, you will reach the dry confines of the garage a hundred miles away. This, then, is the perfect *functioning* of an excellent piece of machinery, a definition which, from a strictly materialistic viewpoint, can be applied to the human soul. The human body is an excellent piece of machinery, and its food and drink take the place of the petrol which we pour into our tanks. Its admirable functioning, therefore, is an intangible quality that might well be the soul. Under this heading cars may have souls. Of course, materialism falls short when the additional quality of the human body to reproduce itself is remembered; the car cannot do that.

As I remarked before, an excellent talking point. Has anyone else a definition of personality?

✦ ✦ ✦

Navigation Aid

ONE of the jolly small fittings which I admired on the Phantom IV Rolls-Royce for T.R.H. Princess Elizabeth and the Duke of Edinburgh was a compass, and I can understand a naval man's desire to have one. It was obtained from Negretti and Zambra, a famous name in precision instruments.

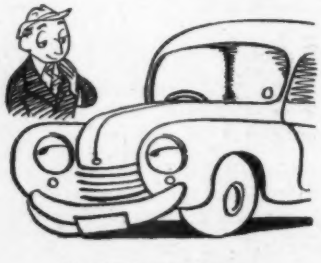
✦ ✦ ✦

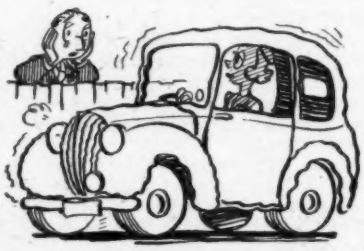
Morning Revs

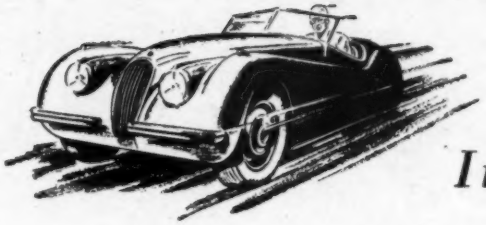
WITH something approaching anguish I have heard my neighbour get her car out for the last two years. It is not a new car, and I am much too shy to suggest to her that her methods could be improved. She gets a start and then puts her right foot down hard, and the poor little eight revs its heart out until it is hot enough to keep going when she lets in the clutch. "Oh dear, oh dear," I say to my passenger. "Goodness knows how many thous she has taken off the bores."

The curious thing is that after two years of this the eight goes as well as ever, and for the life of me I cannot detect a sign of excessive bore wear. It is getting quite embarrassing, and I am toying darkly with the idea of a little sandy sabotage, otherwise I shall lose face with my passenger.

Enterprising resident.


Excellent appearance.

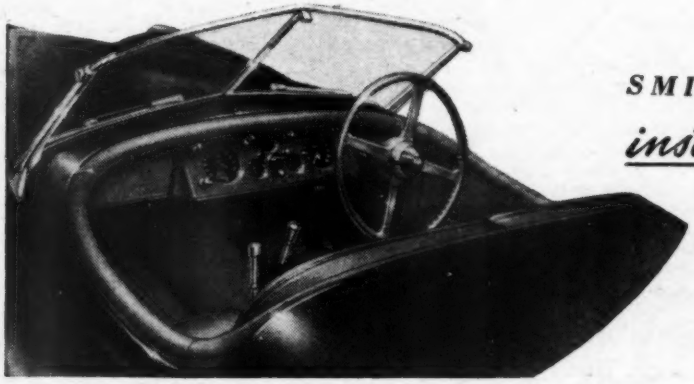

Revs its heart out.



In the

INTERNATIONAL ALPINE TRIAL of 1950

JAGUAR WINS IN THE GREATEST TEST OF ALL



SMITHS PLAYED THE instrumental PART

WON ALPINE CUP

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Bowlers dream
of a deadly spell
but the motorist
dreams of SHELL

—and when the days of "Pool petrol only" are over, you will find once more that—you can be sure of Shell.

NEWS and VIEWS

London Show

UNDER the patronage of T.M. the King and Queen, the 35th International Motor Exhibition will be held from October 18-28 (except Sunday). It will be open from 10 a.m. to 9 p.m. daily, and prices of admission will be 5s before 5 p.m. and 2s 6d after 5 p.m., except for the opening day, 10s, and Saturdays, 2s 6d all day.

Gone West

FIVE hundred Nuffield vehicles left this country for Vancouver on Friday, July 28, aboard the s.s. *Empire Ely*. This was an exclusive cargo, and 500 more vehicles were split up between three ships.

Signs for London

ALTHOUGH only temporary, a scheme for signposting London during the Festival of Britain has been worked out by the Ministry of Transport in conjunction with the motoring organizations, and the organizations will erect the signs in co-operation with the local authorities.

New Australian Car

LIMITED production by next October is scheduled for the Reville Ranger, a new Australian tourer. Specifications include independent suspension, and variable gearing in addition to a normal gear box, and an English 10 h.p. engine.

The de luxe model, it is understood, will use the Lanchester engine and Daimler fluid drive. Unladen weight, with the standard tourer body, is expected to be 15½ cwt.

For Model Fans

THIS year's Model Engineer Exhibition will open in the Horticultural Hall, Westminster, London, on August 9 and will continue until August 19. Among the exhibits will be a 500 c.c. racing car, a one-tenth scale model of an E.R.A. with over 4,000 pieces, and various other essays in the miniature.

Deposits in Danger

SHOULD a buyer make a deposit against the delivery of a new car and subsequently seek to recover the payment because the vehicle has not yet materialized he may not get his money back.

This was the decision of the judge, in what was believed to be the first action of its kind, in a County Court in the West. The judge held that the plaintiff, who sought to recover a sum paid in 1946 as a deposit on a car which he had not yet received, could not succeed in his claim because a delay of four years, though unfortunate, was, in the circumstances, not an unreasonable time to wait, and therefore the contract still stood.

RELEASE OF THE UTILITY

AFTER many years of restriction owing to the limitations of legal drafting, utility vehicles will be freed from the 30 m.p.h. limit in unrestricted areas if regulations approved by the Minister of Transport receive the approval of Parliament. The regulations are entitled the Motor Vehicles (Variation of Speed Limit) Regulations, 1950.

The 30 m.p.h. limit will still apply to any utility vehicles authorized to be used under a goods carrier's licence, or which would need a licence but for exemptions given under the provisions of Section 1 of the Road and Rail Traffic Act, 1933, or but for the fact that they are in the service of the Crown or of the British Transport Commission; i.e., broadly speaking, any vehicle used for the conveyance of goods by way of trade, business, or profession, or for hire or reward. Until the Regulations are approved the limit is in force.

UPPER CYLINDER LUBRICATION

A NEW model of the Davies Topcyl lubricator, for providing upper cylinder lubrication during and after the starting from cold period, has been produced. The old model, which was described in *The Autocar*, July 8, 1949, took oil from the main sump oil gallery and passed it to the inlet manifold through a pressure valve which remained open while the oil was cold and at high pressure, but closed when the oil warmed and pressure dropped.

In the amended version the pressure valve is replaced by a bi-metal thermostat valve. This admits oil to the manifold when the oil is cold and shuts it off when warm—a more accurate method and less subject to engine condition and varying oil viscosities. The price is £2 5s, and the distributors are E.D.K. Products, 322, High Holborn, London, W.C.1. Make, model and year of the car need to be stated when ordering.

In view of the generally accepted theory that a large proportion of cylinder wear takes place during the cold-starting period, a simple and reliable device of this nature is of value.

NEW PUSH-BUTTON LOCK

A NEW type of push-button operated lock has been produced by Hallam, Sleigh and Cheston, Ltd., Widney Works, Bagot Street, Birmingham, 4, and is remarkable for the simplicity of its mechanism and its small overall dimensions. Measurements of the lock over its casing are approximately 2⅞in by 4¼in by ⅞in, and it is secured in the door by three screws.

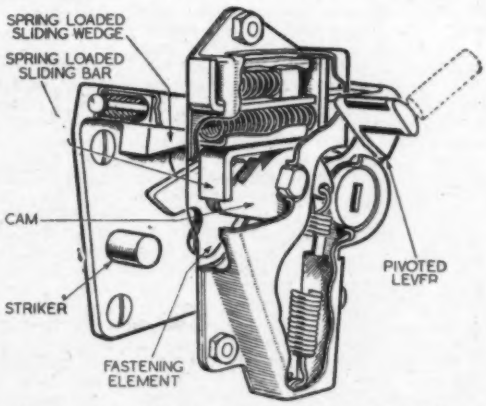
Essentials of the lock are an angularly moving fastening element mounted on the door and having a recess or notch which engages with a projection or striker carried on the door shut pillar. The action of closing the door brings the fastening element into contact with the fixed striker, with the result that the fastening element is caused partly to rotate into the locking position. Means to hold the fastening element in the locked position are provided, also a push-button to release it so that the door can be opened.

In practice the partly rotating fastener is carried by a spindle projecting from the lock casing. On the spindle within the casing is a stepped cam or ratchet-like part with which engages a spring-loaded sliding bar or plunger. A coil tension spring is also attached to the cam and anchored to the casing. Thus partial rotation of the fastener resulting from its contact with the striker causes the coil spring to be extended. At the same time, the spring-loaded plunger engages with the steps in the cam to hold the cam and fastener in the locked position.

Also carried by the casing is a pivoted lever which engages with a projecting end of the spring-loaded plunger. The inner end of the push-button engages this pivoted lever so that operation of the push-button moves the plunger against its spring and thus releases the cam which, under the action of its tension spring, rotates and causes the fastener element to do so as well. The door is thus unlocked and at the same time is given a small initial opening by the action of the spring.

The boss of the pivoted lever is adapted to receive an operating rod from an internal push-button or handle, and the other end of the sliding bar may be used to lock the door from inside, the driver's door being provided with a separate lock.

The door is also located and held against movement, because the fastener recess rests on the striker and a projection over the top of the fastener contacts a spring-loaded sliding wedge carried over the striker; thus the door is supported both above and below the striker.



Construction of the push-button door lock and the striker on the door pillar.

NEWS and VIEWS . . . . . continued

High-spirited Land

BRITISH motorists may be unfairly tempted to break the Tenth Commandment by a recent report of the U.S. Bureau of Mines and the American Petroleum Institute. In it, the upward trend of octane numbers of motor spirit since the war in America is revealed by a small table:

	Research O.N.	Motor O.N.
Premium Gasoline		
Winter 1945-6	87.7	80.9
Winter 1948-9	86.5	79.7
Summer 1949	88.0	80.4
Winter 1949-50	89.0	81.2
Regular Gasoline		
Winter 1945-6	81.7	75.9
Winter 1948-9	80.5	75.6
Summer 1949	81.9	76.4
Winter 1949-50	82.4	77.1

Premium gasoline costs about two cents extra a gallon.

Against the British rating of Pool, which fluctuates around 72, the American motorist and the designer of his car have an obvious advantage. Part of this was outlined in a recent lecture by Mr. T. A. Boyd, consultant to the General Motors Research Laboratories. He said that fuel research would permit higher compression ratios, cars being ultimately able to travel 30 per cent farther to the gallon. A gallon of petrol contained sufficient energy to propel a 3,000lb car for 200 miles at 30 m.p.h. if only means could be found of utilizing all the energy. But cars of today used only 6 per cent of the available energy.

Less enthusiastic was the view of the vice-president of the Shell company, Mr. James A. Doolittle, who warned against widespread adoption of higher compression ratios. He pointed out that petroleum technology had not yet found a way of extracting high octane fuels from crude oil cheaply or without considerable residual waste. A compression ratio changeover would thus be uneconomic at present because the motorist would have to pay much more for the gallon of high-octane petrol. However, Mr. Doolittle was confident that the problem would eventually be solved, and desired more co-operation between fuel and automobile research workers to this end.

A boat and trailer outfit for towing behind a small car is being made by Powered Sails, 1, Kenilworth Gardens, Westcliff-on-Sea, Essex. It comprises a trailer of tubular member construction; a 10ft, flat-bottomed mahogany dinghy with a drop-keel, mast and sail, rudder, oars, anchor and line and 1½ h.p. Seagull or Anzani water-cooled outboard motor; and a canvas storage cover which goes over boat and trailer. The price for the complete outfit is £115. With sail but no motor it is £85; with motor and no sail, £102; and as a plain rowing dinghy, £72 10s. In each case the trailer is included in the price. The boat is light and easily handled and under oars or motor should have a good performance. Under sail, although no flyer, it should be steady and safe.

NEW CAR DELIVERIES: The Position Clarified

LAWYER-ON-WHEELS writes: The question of new car deliveries and the B.M.T.A. Covenant, which was discussed in *The Autocar* of July 28, was before the Court of Appeal last week, when the appeal of Hartwells of Oxford, Ltd., v. B.M.T.A. was argued.

The appeal revealed new developments in the situation. In the first place, it appeared that Hartwells, and dealers in the same position, are not only being pressed by the B.M.T.A. not to give Covenant-free delivery to customers who placed their orders between the end of 1945 (when Government control of new car buying ceased) and August 15, 1946 (when the Covenant scheme came into operation): they are also being pressed to discriminate even between their customers prepared to sign the Covenant, and to give precedence to a customer who, though not next on their list, has, in their opinion, because of his greater need, a prior claim over those above him on the list. Hartwells objected to both things, either of which, they felt, might land them in difficulties with their customers.

The Court of Appeal began by approving in effect the construction placed by Mr. Justice Humphreys in *Monkland* v. *Jack Barclay, Ltd.* (now reported in 66 Times Law Reports, Pt. 2) on the usual stipulations as to delivery contained in the order forms: the result is that the dealer must deliver in a reasonable time

The appeal was decided on this new development: there was before the Court an agreement between the Ford company and Hartwells, among others, which was agreed by both parties to the appeal to settle the legal position between the parties to the agreement. It provided, among other things, that Fords should be under no obligation to accept any order for their cars, or other products, or to deliver them to Hartwells. Moreover, a fortnight before the Barclay decision (see above) Fords had written to Hartwells to the effect that the Minister of Supply thought that the needs of each customer should be considered by dealers before a new car was delivered; and a list of priorities, headed by doctors, was set out.

No Threat

Could Hartwells, in face of that agreement, really be in fear of legal proceedings by their customers if they either (a) refused to deliver Covenant-free to an order placed before August 15, 1946, or (b) began discriminating between Covenant-willing customers and allowing the needy to jump the queue? The Court of Appeal thought clearly not. Therefore Hartwells' action to prevent the B.M.T.A. from putting them on the stop list had to fail.

Lord Justice Somervell, who delivered the leading judgment, put it like this: The dealer had contracted to deliver within a reasonable time, certainly. But no customer could claim that a reasonable time had passed so long as the manufacturer was refusing to deliver a car. Fords were saying: (a) no car for anyone who does not sign the Covenant; and (b) no cars for you dealers unless you discriminate between customers' needs apart from their position on your waiting list. Fords were saying that in their letter, and they could enforce their will perfectly lawfully by relying on the agreement above referred to. Armed with those documents, Hartwells were, the Court thought, in no danger.

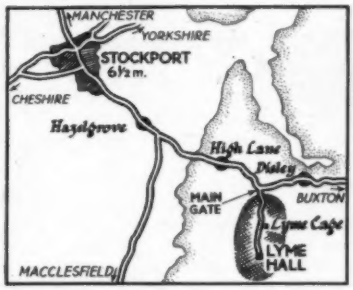
Lord Justice Somervell observed in passing, that, though the Court could not in the present case decide the rights of parties to any other case, he felt that the present case did inevitably raise the question of the contractual position between dealer and customer. And he thought that any dealer armed, as were Hartwells, with a similar letter from, and agreement with, a manufacturer would have a good answer to the kind of claim by a customer which they feared. In Monkland v. Jack Barclay, Ltd. (now on its way to appeal), said Lord Justice Somervell, there appeared to have been very special circumstances.

The conclusion from all this seems logical and practical enough: the matter rests with the manufacturers. *They* can sell to whom they like, or, rather, can refuse to sell to whom they like. They have only to decide what they think is fair and say to the dealers, "No cars for you unless you sell as we direct," and the dealers will be safe: for no customer will be able to say that a reasonable time for delivery has elapsed unless the dealer has received a car to the customer's order—that is, unless the manufacturer is agreeable to that customer's having a car.

LYME PARK: AN UNSPOILED CHESHIRE DOMAIN

LEASED BY THE NATIONAL TRUST TO STOCKPORT CORPORATION

NEARLY two square miles of undulating and heavily wooded parkland, a deer forest that still holds 200 deer, and a noble mansion that was occupied by successive generations of the same family for 600 years—and all these only 6½ miles from Stockport or 14 from Manchester—are an amenity that might well be better known. Such is Lyme Park at Disley, Cheshire, on the Stockport to Buxton road and 11½ miles from Stockport.



Lyme Park is on the edge of Macclesfield Forest, where the East Cheshire uplands join the north-western extreme of what was the Peak Forest of Derbyshire; the name Lyme derives from the Romans' word for "border." Peter (or Piers) Legh founded the Legh of Lyme family by marrying the daughter of Sir Thomas Danyers and through her came the Lyme Handley estate which had been granted to her father as reward for his exploits at Crecy. Sir Piers Legh was a Cheshire man. He married Margaret Danyers in 1388 and Lyme, to which she was heiress, was granted to her father in 1346.

The magnificent stone and plaster fireplace in the oak-panelled drawing room. The room has remained unaltered since 1580.

Six hundred years later, in 1946, Richard Legh, third and present Lord Newton, put the 1,300 acres of the Lyme estate in the care of the National Trust. Shortly afterwards the nearby busy industrial town of Stockport leased the Hall and grounds and undertook to maintain them and to open the park to the public.

Thus today Lyme Park is free to enter. The principal rooms of the Hall can be inspected at frequent intervals under the leadership of guides, simple catering is available and, what is most important to motoring visitors, cars can be driven along the two-mile drive from the main road to the Hall without restriction. There is ample parking near the Hall, for which the fee is 1s; the only restriction being that indiscriminate parking all over the place is not allowed, which is as it should be, for every effort is made to preserve the peaceful serenity of these wooded acres.

For those who arrive by public transport the labour of a two-mile walk is mitigated by a frequent service of those little three-wheeled motor trucks one sees at railway stations. They are adapted to carry ten people. There are also two small diesel tractors which pull two or even three open trailers with *char-à-banc* seating for twelve, so that a full "train" carries 36 people.

The basis of the present house dates from about 1550, Sir Piers Legh (the seventh) being responsible. Then Richard Legh followed and began alterations that deleted some of the Elizabethan features, the process being continued by Peter Legh, who commissioned a Venetian architect, Leoni, to transform the house into its present Italian Renaissance form.

Lyme Park was always noted for its red deer and the wild herd still exists. Wide-horned wild cattle also roamed the estate, but the breed is now extinct. The Lyme mastiff, a huge dog the size of a small pony, was also a breed peculiar to the place and it persisted until comparatively recent times; its history went back to at least 1350.

PREVENTION OF OVERDRIVING

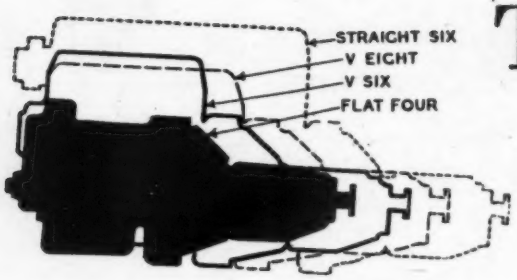
FIRST introduced in 1943 to curb the over-enthusiasm of wartime light van drivers, the Houlding speed regulator was designed with the object of obtaining not only economy of petrol but also reduction of wear and tear of tyres and transmission. This was achieved by making it quite impossible to effect a "racing start" or to push the engine r.p.m. into the screaming range on indirect gears. At the same time normal performance was not affected.

Regulation is effected solely by intake gas velocity, the device being fitted between the carburettor and the manifold flange. It consists of a spring-loaded eccentrically pivoted butterfly valve which is closed by the pressure upon its unbalanced area when the gas velocity reaches a pre-determined value.

On indirect gears the speed attainable in each ratio is that corresponding to the gas velocity of the selected top gear speed, therefore it is not possible to over-rev the engine on the lower gears; similarly it is not possible greatly to exceed the normal top gear speed downhill since it is gas speed, not throttle opening, which causes the regulator to act. Up to the regulated speed on each gear, therefore, driving characteristics and performance are normal.

Many light vehicles, including hundreds of small vans operated by the G.P.O., are equipped with Houlding regulators and it has long been claimed by the makers, Bert Houlding and Sons, 9, Starchouse Square, Preston, Lancashire, that if any weight can be given to the complaint that new cars are overdriven on collection from the factory, the complete answer lies in the fitting of a sealed Houlding regulator which would not be removed until the car had done 500 or 1,000 miles.

THE STRUGGLE



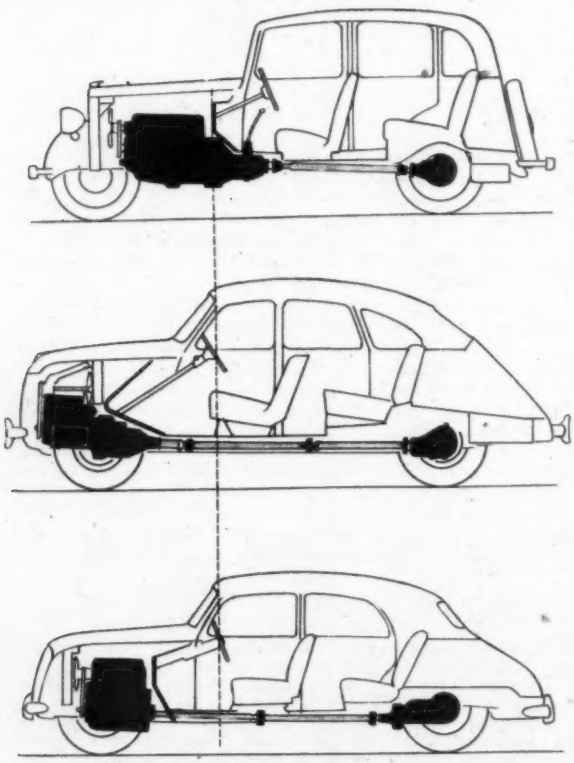
Now that the forward mounted power unit is standard practice some designers are turning away from the straight eight, six and four to more compact types such as the V eight, V six and flat four, which reduce the frontal overhang.

THERE has rarely been a time when it was so interesting to examine the new cars as they are announced, for designers are now breaking with the established conventions of half a century's automobile engineering in an effort to produce cars which give the maximum of comfort and convenience for the occupants and the greatest possible useful space for baggage.

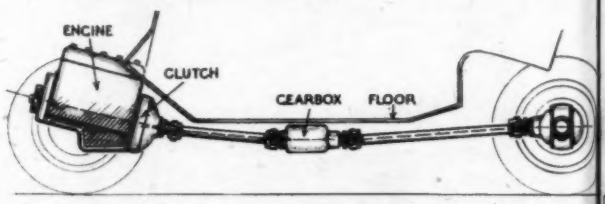
The very first cars gave priority to passengers because they were simply horse carriages with the shafts omitted and a panting gasoline engine pushed in under the floor or the seats wherever space could be found for it. A change for the worse came at the turn of the century, when the great long-distance motor races began, for the racing cars of the heroic era consisted of a chassis, power unit and transmission, with a small seat on which the driver tucked himself away wherever he could find space. Even the mechanic was ignored by the designer, and usually had to roost precariously on the running board.

From then on the hallmark of a powerful car was a long bonnet, and the higher the better. Designers arranged their chassis on the basis of a convenient mechanical layout and the coachbuilder had to fit his body within such space as remained. There were exceptions, like the short-lived Rolls-Royce prototype which had a V eight engine at the side under the running board, but the public showed a masochistic desire to be dominated by the machine and the manufacturers eagerly obliged. The long high bonnet came, and stayed on long after engines had shrunk to a point where they could no longer fill the cavernous space available.

Only now are we getting back to a vehicle which is primarily a device to carry passengers in comfort, with mechanical elements taking second place. Everyone knows that since the war the full-width body and forward location of seats have given us more body space and luggage room than ever before, but this was only the first step. Designers are now being driven to all sorts of interesting expedients in subordinating the mechanism to the occupants. The change is affecting the design of structures, power units, transmission systems and suspension.



Territory reoccupied: In the car of twenty years ago (top) passenger space was subordinated to mechanical components. The Javelin saloon (centre) is a pioneer British example of mechanism rearranged to suit passenger convenience and the flat-four engine avoids the excessive overhang found with some in-line engines. The Lancia Aurelia (bottom) goes farther, with clutch and gear box moved to the rear to provide more even weight distribution.



An intermediate solution patented by Austin. Here the gear box has been moved to a position under the front seats and laid on its side. Passengers can occupy almost the whole of the wheelbase without excessive engine overhang and without a propeller-shaft tunnel in the floor.

The effect on power units is profound and there is increasing interest in alternatives to the conventional engines with their cylinders in line. Engineering considerations are forcing the adoption of bigger bores and shorter strokes, a formula which tends to produce a longer cylinder block at a time when the shortest and most compact engine is needed. Consequently the eight-cylinder V engine seems likely to replace the straight eight on larger cars, especially in America. Italy presents an example of the V six in the Lancia Aurelia and there are successful examples of the flat four to be seen in the British Javelin and Jupiter, the German Volkswagen and the Czechoslovak Tatra. In the smaller sizes there are flat twins as on the Citroen 2CV, the Rovin and the Dyna Panhard, vertical twin two-strokes placed transversely as on the Saab and D.K.W., and in-line twins as on the Aero Minor, while to eliminate the propeller-shaft the great majority of cars in the small economy class now have a front engine driving the front wheels or a rear engine driving the rear wheels.

On larger cars, first steps in reducing intrusion of the transmission into the floor space came with the adoption of the steering column gear change, the divided propeller-shaft and the hypoid axle, but this was only a beginning. A patent taken out some time ago by the Austin Motor Company provides one clue to current thought processes in design offices. It shows a gear box mounted under the front seats, with engine and propeller-shaft axes inclined to pass under the floor without causing an obstruction.

for the ODD INCH

By GORDON WILKINS

DESIGN CONVENTIONS OF HALF A CENTURY ARE BEING ABANDONED IN THE SEARCH FOR MORE PASSENGER AND LUGGAGE SPACE

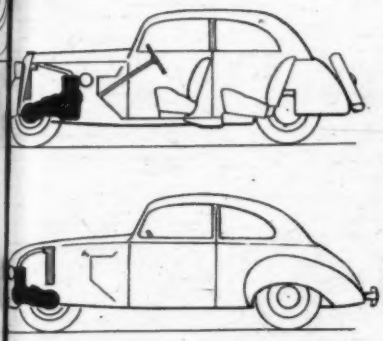
Such an arrangement would help to disperse the heavy concentration of weight found at the front of so many modern cars. As much as 55-58 per cent of the total weight may now be carried on the front wheels and while this helps to produce a car which is directionally stable and free from pitching, it can lead to heavy steering and encourage wheelspin. In Canada many drivers have to carry sacks of sand in their luggage lockers to give traction in icy weather and a more even distribution seems desirable. Lancia have tackled it by moving the whole clutch and gear box to the back of the car, combining them with the differential, and leaving the toe-board free of all obstruction. The gear box has, of course, been combined with the final drive on a number of cars in the past, but it was not then a very sound idea, as the whole weight was usually unsprung, a snag which is avoided in a modern independent suspension system or a De Dion axle.

We are already enjoying the use of greater enclosed luggage space than we had before the war, but there is more to come. One of the factors deciding the amount of useful space available is the rear suspension system. Hotchkiss drive, with a rigid axle and half-elliptic springs, is still popular, because it is cheap and reliable and presents no difficult engineering problems, but it forces the designer to provide chassis extensions or box section reinforcements to support the rear spring shackles, and these, together with the springs themselves, intrude on the space in the locker.

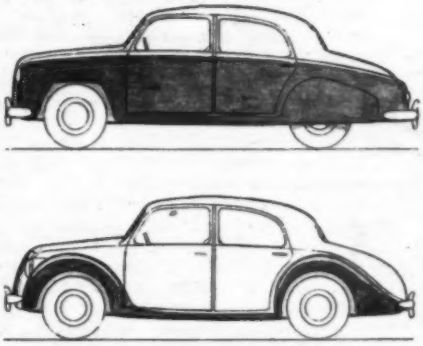
Among current alternatives are the trailing arms and coil springs seen in various forms on Buick, Peugeot and Fiat 1400, trailing arms with transverse torsion bars used by Jowett, and the triangular locating link with longitudinal torsion bars used by Bristol, Frazer-Nash and B.M.W. Independent rear suspension usually confers similar advantages. Freed from mechanical and structural intrusions, the tail can then be made as a big self-supporting box in which luggage, fuel, spare wheel and tools can be disposed to the best advantage. Perhaps the best exploitation of this fact is to be seen on the Bristol 401, the Mille Miglia Frazer-Nash and the Fiat 1400.

In front suspension also space considerations are tending to restrict the freedom of choice. Wishbones and torsion bars made a very convenient layout while there was a long in-line engine mounted fairly well back, for the torsion bars could be tucked away beside the crankcase, but with a compact engine mounted well forward the torsion bars have to pass under the floor to an anchorage somewhere under the front seats. There is at least one case where the floor and seating level could have been dropped by several inches if the designer had not been committed to finding room for the torsion bars.

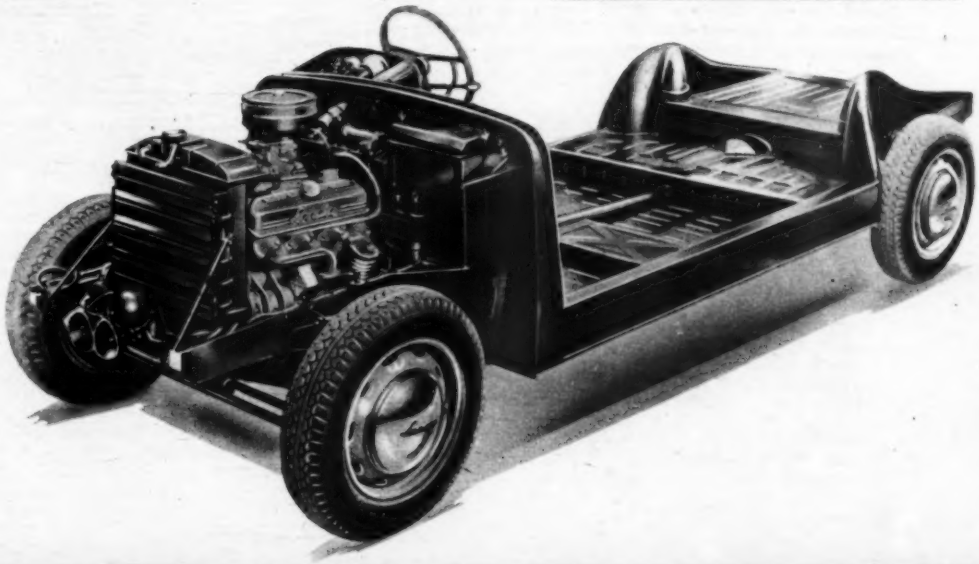
This brings us to the next inch-conserving factor, the wheels and tyres themselves. Luggage space is very much affected by the size and disposition of the spare wheel, and a wheel of small diameter can be tucked away vertically at the side of the locker even on modestly sized cars. More important, the wheel diameter fixes the size of the wheel arches and these set the limit to the forward progress of the



Pre-war and post-war D.K.W. cars, showing how the two-cylinder two-stroke engine has been moved ahead of the front wheels. The wheelbase is reduced without affecting passenger space, making a compact, light structure and a more manoeuvrable car.



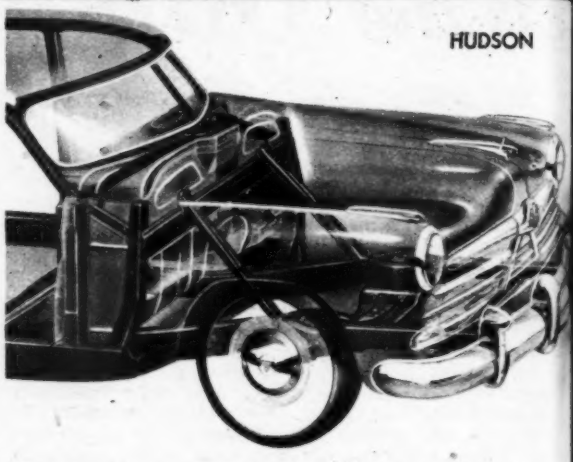
The functional basis of modern style. Apart from the loss of body width on a car with separate wings and running boards it is impossible to obtain a graceful appearance by old-style methods on a car which has the modern short bonnet, big luggage locker and doors hinged at the forward edges.

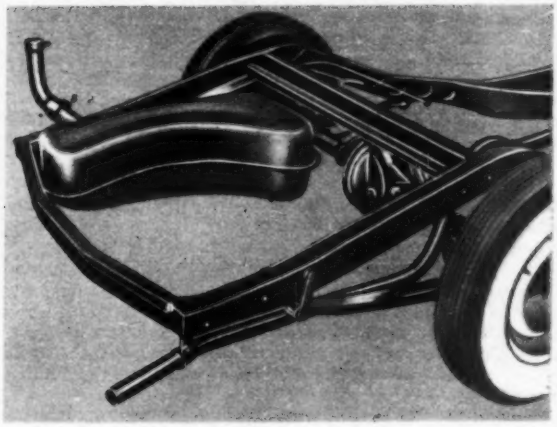


A modern sheet steel chassis frame as supplied to coachbuilders. The Lancia Aurelia has widely spaced side members with a low flat floor in between. The scuttle has been used as a bridge to provide strength in the awkward area between side members and the short extensions which carry engine and front suspension.

THE STRUGGLE *for*

Right: Several examples of the expedients adopted by designers to make a rigid structure in the region where the side members sweep round the awkward kink behind the front wheels. Hudson provides a kind of wheelbarrow with straight girders anchored in a cross member under the driving seat. This means that the floor in the front compartment cannot be as low as that in the rear. The main side members of the Hudson sweep outside the rear wheels.





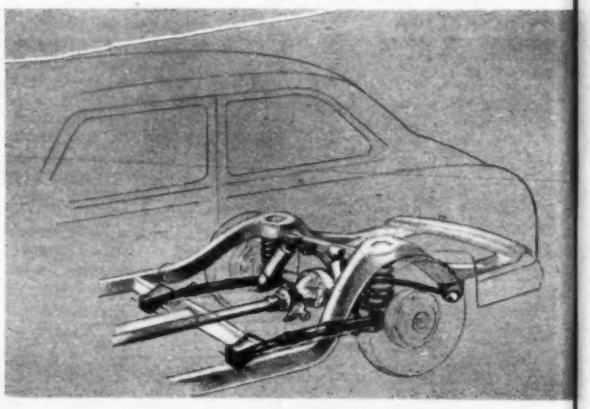
Nothing sacred: Petrol tanks are being squeezed into peculiar shapes to fit the available space. This kidney-shaped tank on the 1951 Kaiser allows room for the spare wheel to lie under the floor of the luggage locker.

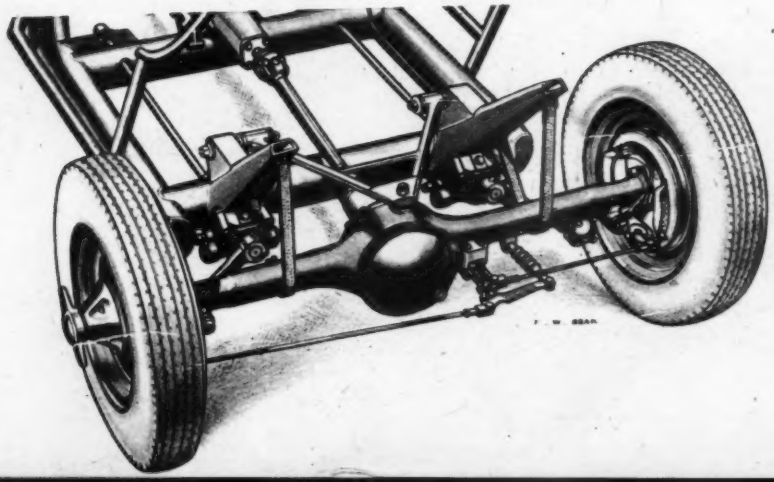
front door pillars. Small wheels and tyres are criticized because they fall farther into the holes and make more revolutions per mile, which probably causes the tyres to wear out more quickly, but they do help the designer in his search for extra inches and they do cut down unsprung weight, so that we can expect more designers to reduce their wheel diameters before long.

When it comes to devising the car structure, the designer is faced with severe problems in his efforts to avoid trespassing on the sacred passenger and luggage space. The old-style chassis frame had side members spaced widely apart in the region of the rear axle and sweeping gently inwards towards the front to allow space for the front wheels to steer the car. Now, when the front seats are right up behind the front wheels the frame has to be kept out at full width to a point right behind the wheel and then cranked sharply inwards through two right angles to run alongside the engine. This produces an engineering monstrosity which is fundamentally weak, so the designer has to provide the necessary strength by building a bridge to embrace the scuttle structure and then connect it by struts to the forward extensions which carry the engine and the front suspension. By then he is well on the way to an integral structure, especially as the coachbuilder often welds parts of the body to the chassis anyway, and the division between the chassis and the integral structure is becoming increasingly difficult to define.

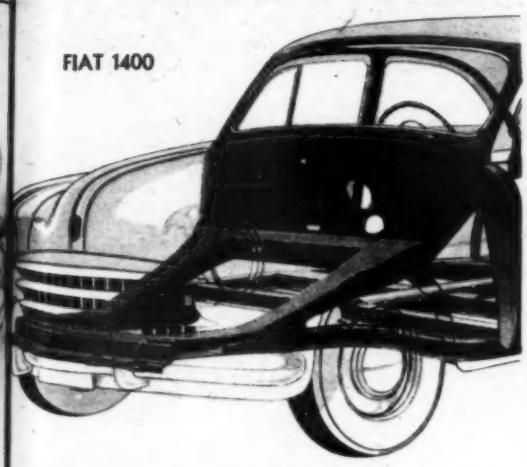
The forms which the scuttle structure takes make an interesting study and several designers have arranged it so that the front extensions can be repaired or replaced without undue expense in case of accident.

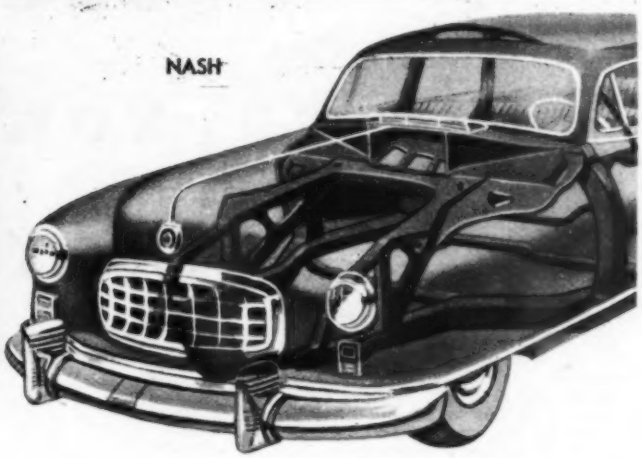
The days of the conventional chassis are clearly numbered in big production, and some of the variations which





A suspension system which demands no support points behind the rear axle is a great factor in increasing the luggage space. On the left is the design used on the Frazer-Nash; the Bristol is similar. Another example is the Fiat 1400 (above) with a simple flat reinforcement under the floor of the luggage compartment.



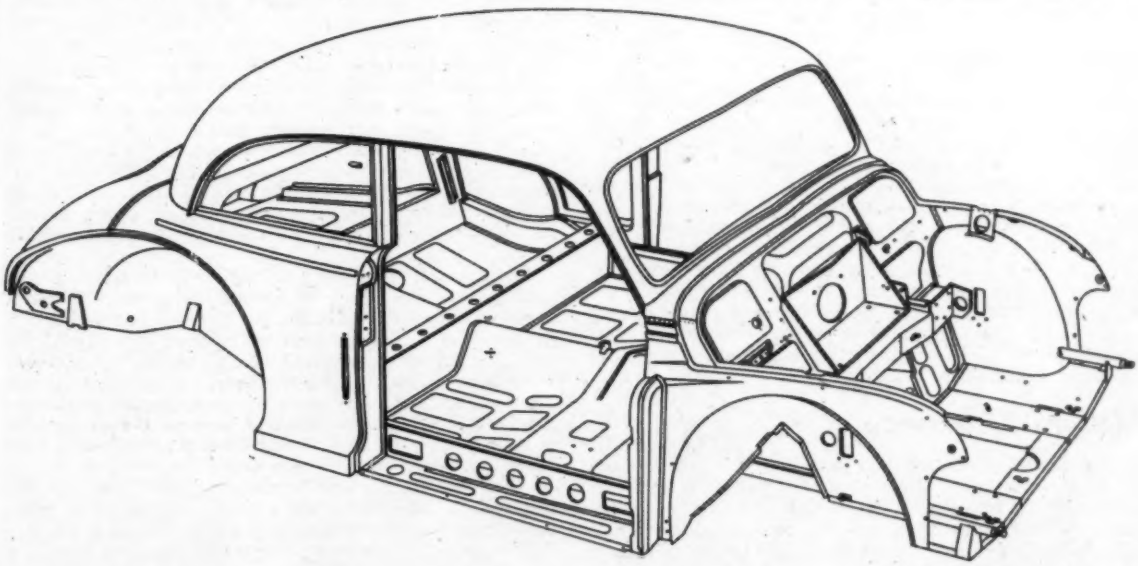


once looked so promising, such as the single tubular backbone, are now out of favour, because they interfere with the passenger space. We are, in fact, moving from the vertebrate to the invertebrate in car design and the majority of the new vehicles designed for quantity production are strange fish, which no longer have conventional skeletons but, with a few bones, hold themselves together with the aid of their outer skins. It used to be considered very difficult to make an integral structure sufficiently rigid, because the large holes needed for doors, windscreen and roof openings take away most of the strength possessed by a simple closed box, but practical experience and modern research aids such as the strain gauge, described in *The Autocar*, July 21, are showing ways to make cars of adequate strength with surprisingly little sheet metal provided that correct reinforcements are provided at crucial points. One of the leading engineers in the business remarked to me the other day that the first integral structure built by any company is always too heavy because it takes time to find out how much you can leave out.

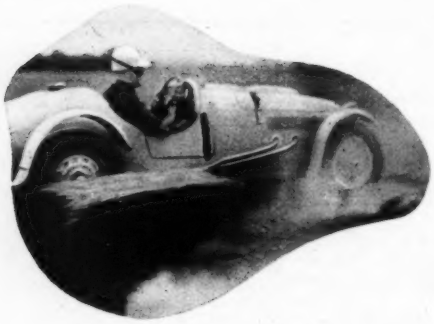
Even the smallest details come under review and contribute their quota of space saved. Consider the pedals, for example. Once the toe board has been moved right up to engine and wheel arches there is not much room for pedal linkages behind it, and with the tendency to lower-built cars there is less room than ever to divert the linkages under the floor. Citroen had to tackle the problem long ago on their low-built front-drive cars and used pendant pedals pivoted below the instrument panel. Hydraulic brakes help, because the pipe-lines are easy to dispose of, and in America the clutch pedal is fast becoming redundant, but in Europe interesting detail developments in controls for clutch and throttle can be expected soon.

Upholstery material is also under constant review. Once the minimum knee room for front and rear compartments has been specified it is true to say that the wheelbase and overall length of the car are governed by the upholstery used for the back rest of the driving seat. Foam rubber and new kinds of spring cases are therefore in evidence in efforts to provide adequate comfort with less of that undesirable bulk.

Bear these things in mind next time you examine a new model and you will appreciate the vast amount of thought and detail work which have gone into its creation.



On the Morris Minor the front wheel arches are an integral part of the scuttle bracing. Engine bearer members pass back under the floor to a cross member under the front seats which also provides an anchorage for the torsion bars.



NEW YORK NOTEBOOK

HAPPY AS LARRY: New Yorker Larry Kulok raising the dust alongside the hay bales as he corners his 2-litre Le Mans Frazer-Nash at speed during a recent airfield meeting at Linden Airport, New Jersey. Triumphs: 30-lap production car race; 30-lap Heart Trophy race. Average 85 m.p.h.

by John Bentley

NEW YORK, right now, is a warmish place (a rising 80 deg and terrific humidity), and the most suitable fuel for restoring some of the B.T.U.s expended in manning a typewriter seems to be iced tea. However, let's see what it says here, in the file.

That Neighbourly Feeling

A LETTER culled from the correspondence columns of a leading New York tabloid illustrates, if nothing else, the importance of the free press in fostering goodwill between states. The letter, headed "Gotham Motorist Steams," reads thus: "Manhattan: This is in answer to that Jersey jerk who called a New York motorist a fat slob in this column recently, claiming he got a ticket for riding the shoulder to pass stalled traffic. This is to advise you, bonehead, that the probable reason the Jersey cop gave the New Yorker a ticket was that he had N.Y. license plates. Outside of pig farms, swamps and mosquitoes, the only thing Jersey can be proud of is that one end of the Holland Tunnel is connected to New York." In fairness to New Jersey, it also supports one end of the George Washington Bridge. And that's saying nothing of the Lincoln Tunnel.

Tyre Scramble

THE Korean news has led to a tyre scramble of the first magnitude. Scared by the bogy of possible rationing, motorists have been buying as many tyres as they can afford and salting them away. Result: Three Akron (Ohio) tyre companies have raised their prices by up to 12 per cent. Second-hand cars also are beginning to boom. If this symptom of public disquiet manifests itself in a rush to store up other commodities, scare buying undoubtedly will force prices up and add to the multitudinous problems now besetting the U.S. Government. As things stand, there are plenty of tyres and plenty of cars for everyone. In fact, there is plenty of everything, but possibilities of black marketeering might cause a partial return of government controls.

"Quam Celerime . . . ?"

A LONDON friend much addicted to the *voiture sportive* writes: "Let me congratulate you upon the acquisition of an XK120. My dear boy, I can hardly believe it; You must give me details, *quam celerime?*" It may be that some impressions from the standpoint of a private owner with about 3,000 miles on the clock might interest those patient souls at home who have long waited to gain possession of this desirable property. So here goes: I have repeatedly driven the XK in two different ways as a test of its unique dual personality, and either way is enormously satisfying. Whether you play tunes with the gear box, as would befit a temperamental sports machine, or potter along in the lackadaisical style more appropriate to a low-geared saloon, there is always that sensation of tremendous latent power, disciplined by superb design, never obtrusive yet instantly ready for use. Given the slightest chance to wind up, the XK will murder almost anything on the road, whether in acceleration or maximum speed.

Furthermore, it does so with a quiet disdain that must be maddening to drivers of high-powered mammoths intent upon proving their chrome-plated superiority. Cornering is excellent, even at very high speeds and despite a noticeable body cant, while the steering is both light and positive. If you keep your foot hard down until the tail begins to slide, you soon discover a reassuring tendency towards under-steering that helps instant correction. The gear box, once properly run-in, has a feeling rather like pushing a paddle through a vat of oil and you don't have to stay on main roads to get a really comfortable ride. As for stability, this was brought home to me forcibly during a recent race at Linden Airport, New Jersey. The event was a 30-lap affair run on a 2.2-mile circuit with four corners and two hairpins per lap, besides the most appalling surface imaginable. For this race I substituted the 4.3 (Mark V saloon) rear axle for the existing 3.6 to 1 ratio, and the resulting acceleration was quite an experience. However, the increased torque on corners led to pitfalls that only a driver well versed in the competitive handling of a very fast and powerful car could have forestalled. Lead-footedness in the wrong places caused me to spin the XK completely round on three occasions, yet the car took it without even a lurch and still managed to finish second.

As to speed, if response to the feminine touch is any criterion, my wife has several times driven the XK (affectionately known to us as "Mr. X") at well over 100 m.p.h. Returning from Indianapolis we reached 120 m.p.h. (by speedometer) with staggering ease along the Pennsylvania Turnpike. Cause of this outburst of knottage was a "hopped-up" Mercury with a rather insulting exhaust note, whose ill-advised chauffeur gave us the wrong kind of look as he went by at about 80 m.p.h. Allowing both for faulty calibration and tyre expansion, we were not far off 120, since the rev counter showed 5,400 r.p.m. At this speed the XK felt as though it were doing about 60, while the Mercury shrank to a pinpoint and then to nothing.

The car, naturally, has a few faults, but none that ever caused me the loss of a moment's sleep. Braking, for instance, though fully adequate, is slightly temperamental until one fits baffles on the air scoops of the front drums.

HOW THE XK120 GOES DOWN OVER THERE

The grilles normally installed for cooling purposes will admit water and oily dirt to the linings, causing unequal pull, but the baffles cure this trouble at once. There was, too, on some of the earlier cars, a low-speed tendency for road shocks to be transmitted to the steering wheel. This, also, has been remedied. Then, with the hood up, rear vision in the mirror is poor. A larger window could, with advantage, be fitted. Finally, over here, the vertical rear bumpers tend to lose in protective value what they gain in beauty. They are no match for the gargantuan chrome bulwarks of American cars. Caught on the bias, as sometimes happens, you have no defence against the type of driver who seems afflicted with a compulsive urge to find out how close he can get to you.

To sum up, there is one Americanism that describes fairly aptly our feeling for the XK. It's a honey. Nothing else is even half so much fun to drive. Or, as an American friend (who happens to be a fellow XK owner) recently put it: "This baby does my ego more good than I could ever get out of a year's session with a psychiatrist!"

My Friend the Cab Driver

NEW YORK cabs are adorned with a metal plaque known as a medallion. This is a licence to operate issued by the Police Department. The yearly cost of renewing a medallion is $10, yet this piece of base metal carrying certain magic symbols is now worth $2,000 or more. How come? Here's the way my friend the cab driver puts it: "Well you see, they froze the number of cabs operatin' in Noo York at about twelve thousand. That was after the war, get me? And this here medallion, you can transfer it but you can't sell it, see? So what happens? A guy comes along with a noo cab but he can't run it because he don't have no medallion and he can't get one, see? So the next thing you know he meets a guy with a beat-up hack that's about ready to go out of business, and those two get together. That cab—she's worth maybe seven, eight hundred bucks but she sells for three gs. Know why?" "Well," I said, "I could make a good guess." "Sure," nodded my friend the cab driver. "You got it. It's that there medallion. Now don't get me wrong. The sucker, he don't pay nothing for the medallion. No sir. It's the cab he's payin' three grand for, even though it needs a noo clutch and a motor job. Yeah, that's the way it goes."

In other words, the black market value of a magic medallion has tacitly risen to over 200 times its original cost. A gold facsimile could be purchased from Cartier or Tiffany for less than this price, but it still wouldn't enable the purchaser to run his cab.

Quiz

THE radio craze for quiz programmes offering enormous and disproportional prizes in cash and kind continues with a mounting intensity. Here's a quiz game for car enthusiasts. No prizes are offered.

1. Which car manufacturer produced and exhibited the first V-eight engine, and what year was this?
2. You are navigator of a car competing in a long-distance rally. Scoring depends on the accuracy with which you can compute your E.T.A. at any given control point. Your instructions include information about average speed and distance on each leg. What formula would you use to work out an accurate E.T.A. down to a minute?
3. Name the only two drivers ever to win the Indianapolis 500 Mile race three times.
4. Who was the first American sports car manufacturer to incorporate an F-head (overhead inlet and side by side exhaust valves) into a production engine?
5. What is the English equivalent for the following American terms:
   (a) Goose-neck.
   (b) Wrench.
   (c) Tread.
   (d) Ring gear.
6. Who was the first manufacturer to fit a supercharger in a production car?

Newcomer

MAKING its U.S. début is a small saloon of ultra-modern design and European origin that is under-selling by far any American car built with the exception of the Crosley. Equipped with a 1,131 c.c. air- and oil-cooled, horizontally opposed, rear-mounted overhead-valve engine that develops 25 b.h.p. at only 3,300 r.p.m., this car has independent suspension on all four wheels by torsion bars and leaves; an articulated rear axle; a unit-built four-speed gear box incorporating an overdrive on top; a tubular wishbone frame; a compression ratio of only 5.8 to 1 and a very short stroke (64 mm), giving a piston speed of under 1,500 ft per min at peak r.p.m. Price of complete four-five-passenger saloon is only $1,280, delivered New York. Several hundreds of these cars already have been sold and the finish is superlatively good. The make? Volkswagen, manufactured at Wolfsburg, in the British Zone. The designer? Dr. Ferdinand Porsche. Stillborn under Hitler, this little car is rapidly finding favour over here. Economy of running (34 miles per American gallon), manœuvrability, superlative cornering and steering, coupled with a cruising speed of 60 m.p.h., qualify the Volkswagen as an ideal "commuter's car," or as the sole vehicle for a small family. Shorn of all unnecessary adornments, it nevertheless lacks nothing that the driver really needs, which only goes to show what *could* be done in Detroit (built-in heater, electric windscreen wipers).

PUZZLE CORNER: What have the road research boys been up to here? Nothing, for the designers of this elegant network are G.M. car engineers. It is the 1,268-acre General Motors proving ground near Milford, Michigan. Twenty-five miles of road, surfaced in variety, provide testing facilities. There are also artificial gradients, repair shops, living quarters, a weather bureau and a sound laboratory. This is one of three proving grounds. The others are at Phoenix, Arizona (hot weather conditions) and Florida, where the effects of weather, salt and strong sunshine on car materials are studied.

BETWEEN TWO RIVERS

PORTRAIT OF A DIAMOND COUNTY

By JOYCE WHILLIS

DURHAM has everything. If that sounds like a statement by a partisan Geordie—or Georgina—it isn't, because I am a "foreigner" who came prejudiced to Durham, and after fifteen years I am still discovering with wonder the variety packed into this county only forty miles broad and long between Tyne and Tees. Perhaps its richness is the greater because it is off the beaten track for tourists.

What is "everything" in Durham? It ranges from one of Europe's finest medieval cities to the world's largest shipbuilding town; from deer parks and castles to depressed areas; from a unique stained glass industry in Sunderland to slag-heaps; from rolling fells to golden beaches; from a coloured quarter in South Shields to relics of the Church's founding when Northumbria was a powerful kingdom. One could go on for ever listing the things that Durham has, but it is enough to say that there are few things it has not. Most of all it has a sparkling native culture as deeply rooted as the language—a language rather than a dialect—which rings with echoes of Saxon and Scandinavian forebears.

Railways and the Great North Road almost by-pass the real Durham. "Them posh folk" in London don't even know where Durham is. They get mixed in their geography in Fleet Street and cause something between laughter and tears when they lump Sunderland and Wearside with Newcastle and Tyneside just because they are only eight miles apart and the people sound equally incomprehensible. But there is, perhaps, no deadlier regional rivalry than this between Durham's Wear and Northumberland's Tyne. The rivalry finds its modern outlet in the annual football match between Newcastle and Sunderland. There is a story about a pitman who came out of the station into a silent town with all the blinds drawn.

"Whe's deed?" he asked a passer-by.

"Divvn't ye kna?" moaned the other, "Why man, we've lost the match."

There are many facets to explore in this diamond of a county, but three stand out sharply. The one best known is the coastal belt twelve or fifteen miles wide, where there are collieries with their slag-heaps, and workings running far under the sea, unlovely villages and bitter memories of depression, with a life all the more vivid because it is lived close to tragedy.

The best strip of coastal road runs southward from the Tyne for ten miles or so, along the cliffs by the smugglers' bay to Marsden with its cave-restaurant and rock of queer geology adorned with sea birds, on to Whitburn—a show village—and the golden beaches before Sunderland. Sunderland is the heart of the shipbuilding industry, that main occupation of those who do not dig coal. Sunderland celebrated its sixth centenary as a shipbuilding centre in 1946 and it lays claim to the title of the world's largest because, unlike Clydeside, it is a single town.

There is little enough of beauty in this coastal belt, but the fat green farmland stretches fingers through the industrial region right to the sea, fanning out south of Sunderland to bring sleek cattle and breast-high corn within sight of pitheads. There are some patches of industry in central Durham but this is mainly the region of rivers, woodland and coppice, trim, pleasant farmhouses and the city itself lying just off the Great North Road.

Of all surprising things in Durham county the cathedral city is the most astonishing. One comes to it by a 13th-century bridge and streets so narrow that the traffic is constantly crawling on the steep slopes—the planners are at work to solve the problem—and then there are the great cathedral and castle towering high above the cramped

buildings on a rocky island in the twisting Wear. It is almost an island—a loop of the river leaves Durham moored to the land by slender threads—and as steeply dramatic as Edinburgh. It is as well to leave one's car and explore on foot. No cars can go down to the footpath that rings the city, following the wooded riverside, shaded in summer, golden and brown in autumn and winter, always under the cathedral which dominates the country as it has done for nearly ten centuries. The castle of the prince-bishops is the University now and it is not out of keeping as one goes about to find the streets thronged with students. Durham city is full of courts and alleys, doorways and gateways that reveal constantly fresh aspects of the place and lead as likely as not to strips of balcony-garden from which one looks down on the riverside.

But beyond this central region that is more southern than northern, across the Great North Road, the farmland weaves its way into the spurs of the fells that dominate all west Durham and slope steeply to the watershed of the Pennines.

High Motoring

Up here it is fine motoring country with narrow cloud-capped ways for those whose taste runs to them, and plenty of broad, good roads for the less ambitious. The fells roll on in heathery eternity, there is a piping wind, sheep graze half-wild by unfenced roads, curlews whaup and skirl and here and there a grey stone and grey slate village clutches the rock amid bents and drystone walls. An excellent way along the shoulder of this high land comes from Hexham, in Northumberland's Tyne valley, over to Edmondbyers, dips down and up again across the ridge to Stanhope in Weardale—a valley worth exploring—and then up once more over Bollihope Common to Middleton-in-Teesdale with its gentle, pretty scenery and the cascading High Force. By this and other ways one comes down from the wind-blown tops to lanes bordered with rowan and birch and wild pansies and the frequented green dales.

What of the people here? It is said that if you can live in the harsh winds and sea fogs, the industrial "smog," and the summer days that are all too short, you can thrive anywhere. It isn't surprising that Durham men have furnished some of the finest fighting regiments, especially in recent wars.

Come to Durham and you'll see them, these Durham men, sitting on the pavements in the sun when they're off shift or it is Sunday. Just as an American G.I. will always lean on something, so will the Durham man always squat on his haunches hour after hour with perfect balance. Stop to ask the way and you'll meet the real Durham.

Directions

Not long ago one of Mr. Punch's correspondents found the topic of asking directions in Durham worthy of a full-page article of beautiful characterization. Ask for directions, too, and you will find the truth of every word written for that august journal. The men rise up from their heels to debate the point—and to find out your business meanwhile. The women come to the doors and prop themselves comfortably on broomheads to watch the show—an attitude as typical as the men's squatting—and the children pour out, stickily busy with bread and jam. Probably a few whippets will appear too, because the Durham man's whippet is an honoured member of the family. It is a very serious and responsible business, this directing of strangers, and you will be temporarily forgotten while a brisk and perhaps truculent debate takes place on whether it is better to turn up by the Co-op or cross over at Tosher Nelson's. You will get an answer in the end—stay, and you will be both informed and entertained.

That is, if you understand the language. Durham dialect can be incomprehensible to those who have lived and worked in the county for a lifetime, forming as it does almost a language apart, but at least you can depart in the direction of the pointing fingers with the crowd streaming behind like a comet's tail until it settles back to debate your affairs.

Sid Chaplin, a mining son of Durham, won an Atlantic Award for *The Leaping Lad*, his book of regional stories, but his dialect is not quite the speech of northern Durham. Chaplin uses the second person singular, a Yorkshire trick and unlike the speech of the north—that resembles the "Tynecastle" of *The Stars Look Down*. However the actual words are used, it is not the speech so much as the intonation that gives it a puzzling ring; sentences come in a rapid flood with a lift towards the end—tune your radio to Hilversum and you will hear a similar intonation.

"Blaydon Races"

There is music in Durham, too, good hearty music founded on plenty of brass in the colliery bands and on the local choirs. In Durham, "Blaydon Races" will inevitably receive an ovation, but that is a Tyneside song. For more intimate occasions Durham has its own, its dearly loved and little known (to foreigners) "Lambton Worm," an interminable ballad about the young Lord Lambton's exploits with a serpentine dragon in the best St. George tradition. It is pure Durham vernacular—for what "foreigner" could appreciate a song beginning "Whisht, lads, an' h'ad yer gobs, an' I'll tell ye aboot the worm——"? Durham loves it.

Perhaps in the coastal district you may see the last survival of a regional costume, the black shawl once generally worn by poorer women but now declining in favour of film-star fashions. The shawl is—or was—a distinct local costume on the north-east coast. Now it appears only infrequently, mainly on older women, especially those who still walk with the supreme grace of Egyptian water-carriers bearing on their heads, unsupported, great bundles of laundry or baskets of fish—"caller ha'n" as the street cry has it.

They're tough too, and perhaps their toughness is owed not only to the climate but also to the popular local diet. It is not to say that Durham women cannot cook, for they can, but especially in the towns there are local dietetic specialities which are Durham's staples. At a tender age children are introduced to fish and chips, with plenty of vinegar and a juicy piece of newspaper, pies and peas brought steaming home in a basin from the shop and that institution for which queues form, the ha'penny dip. The dip is half a soft dinner bun with a spoonful of gravy and a morsel of meat in its centre—those who wish may sample. But rest assured, Durham diet is as sturdily filling as Yorkshire's.

Children bred on it grow up to work hard and play hard. No one can go far in Durham without seeing the people at their sport, and their gambling. For Durham men are sportsmen—besides pigeon racing gambling is a major interest, whether it be on the Derby or the "dogs" or in an illegal pitch-and-toss school by a country lane. These people are also knit together by an intense sense of family kinship which finds its fullest expression in christenings, weddings and funerals, when there is a real show, and after a funeral the departed is commemorated in a substantial meal. Whether it is enjoying "a bit plodge"—a paddle in the sea!—on a summer afternoon or cycling furiously up hill and down dale, Durham's pleasures are taken with rich gusto. The people have retained their roots against the flood of industry and still have the sincerity and basic friendliness of days when coal was only underground.

A Little England

All these things are a part of Durham, the people, the land, the landscapes, the multitude of industries, the chapels and choirs, the miners' galas, the rivers and cathedral chimes, the lonely heights and the long shoreline. The sea is at its doorstep and the hills are at its back: between them there is an unsuspected, unknown miniature of all the things that England is and Durham has, awaiting those with open minds.

One of the old brigade—the 1932 Aston Martin of P. M. Simms in action in the handicap event for sports cars.

A.M. Club Day at Silverstone

FOR its first Silverstone meeting—held last Saturday to commemorate the late St. John Horsfall—the Aston Martin Owners' Club had a large and varied entry and were blessed with perfect racing weather. True, the schedule-keeping was lamentable, the organization sagged at times, and once or twice a competitor received the chequered flag only to find that, in fact, someone else had won; but these things were taken in good spirit.

The first race, a 25-lap handicap for sports cars, was preceded by five-lap heats. In the first of these, Peter Scott-Russell and D. J. R. Chapman engaged in a 4½ Bentley duel, and took first and second positions respectively; in the second heat, Goodhew's 1936 Le Mans Lagonda was never seriously challenged.

For the 25-lap final, each competitor had a compulsory pit stop for changing the right rear wheel, and splines versus studs made some difference to handicaps. Crook got into difficulties with his hub-nut and, deciding that he had no chance of winning anyway, staged a sit-out strike; Mrs. Binns had trouble with a burst oil gauge pipe, but got going again, and Shattock's Lea-Francis-engined Atalanta lost its left front wing. In the meantime, Scott-Russell's Bentley, going like a train and driven very well, overhauled the slower cars to take first place.

David Brown's Challenge Cup was competed for by ten teams of four cars and was run on a handicap-relay basis; each man had to do five laps, come in, and hand over a sash to his team mate. This provided some hectic flurries, and it was difficult to follow the course of the lead; however, it eventually became apparent that the first of the two Frazer-Nash teams was well away and, in fact, their last man got home over a minute ahead of the M.G. team.

The St. John Horsfall Trophy Race, a 10-lap handicap open to Aston Martins in any trim, was the first event in which Stapleton's ex-Horsfall Spa Special got going properly. Elwell-Smith, in the original 1928 LM2, was a revelation, the car going remarkably fast, as did Rowley's 1936 Speed Model. So remarkable was the performance that Elwell-Smith was awarded first place (although *The Autocar's* observer saw Rowley over the line a clear length ahead). However, the judges subsequently changed their minds and reversed the winning order. There were no Medes or Persians about.

The heats for the 5-lap handicap for any type of open car having been run before lunch, and won respectively by Pratt's Type 37 Bugatti and Parker's Frazer-Nash, the final got under way with a field of twenty. Storr's huge and ungainly Mercedes, sounding like a helicopter, spun at Stowe and retired, whilst Goodhew in the Lagonda seemed to go faster than ever. A. A. Baring, driving Crook's Frazer-Nash, put up a great fight against Dutt's 2.6 G.P. Maserati, which made the fastest lap at 78.64 m.p.h. The faster cars, however, were obviously over-handicapped, and Parker, in his very quick 1926 T.T. Replica Frazer-Nash, got home an easy winner.

In the 5-lap handicap for closed cars, J. D. Read, in his Aston Martin International saloon, led from start to finish, but the speed of Doyle's 3½ Hotchkiss and Downing's Healey made it an excellent race. L. J. Coe (2-litre Aston Martin) went very fast, and the Hotchkiss quickly ran away from Cearn's Austin A.90, whilst the Healey came through the field from scratch and stormed past everybody except the little International.

For the final race of the day, a 5-lap scratch event for sports cars, the only cars "in it" were Tyrer's Mille Miglia Frazer-Nash, Willis' F.N.-B.M.W., Oscar Moore's O.B.M., and Stapleton's Spa Special. Willis led Moore from Tyrer for the first two laps, with Stapleton racing by himself and the rest of the field going round in separate little groups. Moore dropped back on the third lap, however, and next time round was led by Stapleton; then on the run down to Stowe for the finishing dash, Tyrer took the lead to win by 60 yards from Willis. Tyrer put in the fastest lap, and f.t.d., at 78.85 m.p.h.

PROVISIONAL RESULTS

25-lap Handicap for Sports Cars. Heat 1 (5 laps): 1, Bentley (P. Scott-Russell), 64.58 m.p.h.; 2, Bentley (D. J. R. Chapman); 3, Aston Martin (E. G. Greenall). **Heat 2 (5 laps):** 1, Lagonda (J. Goodhew) 66.25 m.p.h.; 2, Bentley (E. J. Lawrance); 3, Riley (Mrs. N. Binns). **Final:** 1, Bentley (P. Scott-Russell), 61.97 m.p.h.; 2, M.G. (R. J. Randall); 3, Lagonda Rapier (H. Lumb).

David Brown Challenge Cup Relay-Handicap: 1, No. 1 Frazer-Nash Team (V.S.C.C.), 47m 16.6s; 2, M.G. Team (M.G.C.C.); 3, Lagonda Team (L.C.C.).

St. John Horsfall Trophy 10-lap Handicap: 1, A.M. Speed Model (J. W. Rowley), 70.35 m.p.h.; 2, A.M. Model LM 2 (D. Elwell-Smith); 3, A.M. Ulster (I. J. Robertson).

Five-lap Handicap for Open Cars.—Heat 1: 1, Bugatti (J. H. Pratt), 59.2 m.p.h.; 2, M.G. Magnette (J. H. Webb); 3, Aston Martin (E. G. Greenall). **Heat 2:** 1, Frazer-Nash (D. Parker), 66.06 m.p.h.; 2, Mercedes (D. A. Storr); 3, Aston Martin (G. Nixon). **Final:** 1, Frazer-Nash (D. Parker), 67.66 m.p.h.; 2, Bugatti (J. H. Pratt); 3, Aston Martin (E. G. Greenall).

Five-lap Handicap for Closed Cars: 1, A.M. International (J. D. Read), 52.65 m.p.h.; 2, Healey (K. H. Downing); 3, A.M. 2-litre (L. J. Coe).

Five-lap Scratch Race: 1, Frazer-Nash (G. Tyrer), 75.06 m.p.h.; 2, F.N.-B.M.W. (R. C. Willis); 3, A.M. Spa Special (R. C. W. Stapleton).

Blandford Marred by Practice Crash

THE West Hants and Dorset Car Club held their second annual speed hill-climb at Blandford on July 29 in brilliant sunshine. A tragic accident occurred during practice when J. G. Fry overturned the Freikaiserwagen while approaching Cuckoo corner. He died later. Joe Fry's death is a great loss to the motoring world.

There were no other really serious incidents during the course of the day. A couple of cars came into Cuckoo too fast and spun round. Among these was Owen Finch, who repeated his performance of last year, and on his second run came into Cuckoo at a colossal speed, couldn't quite make it, and ran into a small bank which threw the car into the air. During the ensuing gyrations on the grass he was thrown out. Finch was considerably cut and bruised, but walked to the ambulance under his own steam.

Driving on the whole was of a very high order, Poore handling his huge Alfa magnificently to get second f.t.d. to Butterworth's A.J.B., which had to be seen to be believed. Butterworth's get-away was nothing short of phenomenal. The starter was even quicker, and managed to grab the spoon away in time. Wharton's handling of his Cooper was as accomplished as usual to win his class. In the 500 c.c. class, Moor's Wasp excelled itself and won easily, being amazingly rapid on the corners. Tipper surprised everyone by bringing his Monaco in third, handling this tricky little car with great confidence.

The sports cars were not less ably handled, S. H. Allard performing as one has come to expect him to, and winning the unlimited class. Shuttler's handling of his enormous 4½-litre Invicta saloon, which must weigh close on two tons, was well worth seeing, the car being very quick off the mark, and considerably faster than most round Cuckoo; he was third in his class in 38.35 sec.

Macklin's B.M.W. was not very fast on the straight, but was beautifully handled on the corners.

It was extremely interesting to see the H.R.G. versus M.G. duel in the 1½-litre class, Gosnell's very rapid H.R.G. just pulling it off from Mayers in the Lester-M.G.

The ladies acquitted themselves very well, Mrs. Allard being second to her husband in the unlimited class. Mrs. Jesty, who is the Dorset club's secretary, performed very creditably in her husband's Allard. Mrs. Treen, on the other hand, disappeared up the hill in an enormous cloud of smoke.

PROVISIONAL RESULTS

Racing.—Up to 500 c.c. s/c. 1, Wasp (E. J. Moor), 34.70 sec; 2, Cooper-J.A.P. (J. F. Westcott), 35.20; 3, Monaco (C. J. Tipper), 35.37. **500-1,100 c.c. s/c:** 1, Cooper (E. Wharton), 32.38; 2, Cooper (J. W. Green), 33.33; 3, Cooper (D. N. Brake) 33.34. **1,100-1,500 c.c. s/c and up to 750 c:** 1, Cooper (G. H. Hartwell), 36.24; 2, M.G. (W. F. Biddey), 39.60. **Over 2,000 c.c. s/c and over 1,100 c:** 1, A.J.B. (A. J. Butterworth), 30.36; 2, Alfa Romeo (R. D. Poore), 31.12; 3, Norris Spl (C. Heyard), 34.65.

Sports.—Up to 500 c.c. s/c: 1, M.G. (G. F. Cobes), 43.05 sec; 2, M.G. (F. J. Tolman), 53.40; 3, Austin (G. A. Adamson), 62.17. **500-1,100 c.c. s/c:** 1, M.G. (L. J. Woods), 39.75; 2, Morgan (J. M. Sparrow) 39.98; 3, Lester-M.G. (R. Lester), 40.52. **1,100-1,500 c.c. s/c and up to 750 c:** 1, H.R.G. (A. O. Gosnell), 36.20; 2, Lester-M.G. (J. C. C. Mayers), 36.54; 3, H.R.G. (G. A. Ruddock), 39.32. **1,500-2,000 c.c. s/c and 750-1,100 c:** 1, Amilcar (Y. J. Hern) 35.96; 2, F.N.-B.M.W. (R. F. Peacock) 36.70; 3, Amilcar (A. O. F. Finch), 40.36. **2,000-3,000 c.c. s/c and 1,100-1,500 c:** 1, Healey (G. H. Masters), 37.86; 2, M.G. (J. C. Lucas) 39.75; 3, M.G. (K. Hartridge), 41.04. **3,000-4,000 c.c. s/c and 1,500-2,000 c:** 1, S.S. 100 (J. A. C. Laverick), 34.85; 2, Alfa Romeo (D. H. C. Bull), 36.86; 3, Allard (J. E. Jesty), 38.62. **Over 4,000 c.c. s/c and over 2,000 c:** 1, Allard (S. H. Allard), 33.32; 2, Allard (Mrs. Allard), 37.21; 3, Invicta (J. A. Shuttler), 38.35.

INTERNATIONAL ALPINE TRIAL

JAGUAR wins

in the Greatest Test of all

1ST IN CLASS ABC
A Jaguar also took 3rd place

1ST IN TIMED CLIMB
Fastest Time irrespective of Class

WINNER of ALPINE CUP

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MR. & MRS. IAN APPLEYARD

in their Jaguar XK 120 completed the gruelling 6-day course without the loss of a single mark — the only British car to do so. In addition they achieved the fastest time in Flying Kilometre (109.6 m.p.h.) and fastest time in acceleration and braking tests and were awarded no less than 12 cups. Another Jaguar driven by Mr. S. Barslay gained third place in the unlimited class.

Subject to Official Confirmation

DUTCH GRAND PRIX

ZANDVOORT, JULY 23rd

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1st. 2nd. 3rd. AT LE MANS ALSO WON ON DUNLOP

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GREEN-MANTLED

by MICHAEL BROWN

The 1½-litre is balanced, unobtrusive, but stylish in the traditional way. And it is still unmistakably an M.G.

THE 1½-LITRE M.G. AFTER SIX MONTHS' ACQUAINTANCE

OBSERVANT readers (that is to say, no doubt, readers of *The Autocar*) will have noticed that the photographs in a certain series of articles frequently feature a 1½-litre M.G., which means that the lucky author of that series is accompanied out of town by this admirable product of Abingdon. After six months of companionship I venture with caution, and with the proviso that a similar temperament on the part of the owner is necessary, to suggest that the M.G. is an ideal companion.

As a motorist I lack the virtues of some of my colleagues. Not for me the inclination (or the knowledge) to dissect my car into a super-Meccano set and then to rebuild it. But I like, when it is necessary, to be able to get at the components in need of adjustment and to carry out the work with the tools provided. Not for me, either, the technique of the trials driver or the Alpine Rally entrant; but I like to go fast when occasion demands and to take corners without more than the minimum slackening of speed. As regards styling, I am conservatively inclined, admiring function, proportion and balance, but prepared to sacrifice some of the æsthetic qualities if their presence means a reduction of function.

The picture, to the real enthusiast, may be depressing. But he may be cheered by the weakness that I have for a good central gear change, separate front seats, and revs that are not permitted to drop below a comfortable level. In other words, I am completely disinterested in the speed from which a car will pick up on top gear because I enjoy changing down, and I would not dream of letting my 1,250 c.c. pull me away from 10 m.p.h. on a ratio of 5.1 to 1. No sir; for me, 7.1 or even 10.6 to 1.

As one who was never, in the years 1939-1945, heard to mention rabbits on board ships, I had one misgiving when the M.G. became mine—it was finished in two shades of green, the body light and the wings dark (I nearly called this article Greensleeves). That was bad ju-ju; on the other hand, an ex-pilot of World War I had presented me (in 1939) with a St. Christopher which I always carry. That is good ju-ju, and the ratio of good to bad is obviously high. I forgot the two shades of green in a very short time. Right now I like them.

The M.G. is a driver's car. He settles into the seat, adjusts the steering wheel to his liking, and casts an appreciative eye at the black and white dials in the "Kimber octagons" on the polished instrument panel. He notes that there is an ammeter, an oil pressure gauge, but no thermometer; satisfactory if not ideal. He notes that the switches are plain black knobs, and he blesses Abingdon, for the observation confirms that there is not a single distracting highlight on the facia, a fact which is also evident when the instruments are illuminated. In carping mood, he might complain that the traffic signals, operated by a knurled ring on the steering wheel boss, are returned a little too soon, but they can always be operated a second time. Of the steering wheel itself he can hardly speak too highly, for it is just right. So, too, is the steering, under all but conditions of high stress. It is light, positive, and has adequate castor action. Under real stress—when taking a corner fast—there is a slight tendency to oversteer as the i.f.s. takes its maximum load on the outside front wheel. One is not caught out by this, because such speeds are approached gradually by an intelligent driver.

Polished wood, setting off good instruments and a thin, spring-spoked steering wheel, adjustable telescopically, give the M.G. driver the slight feeling of luxury.

Clean fronts are not necessarily all-enclosed. There is little that is superfluous about this sports saloon aspect.

GREEN-MANTLED : continued

and awareness of the tendency becomes instinctive, as does counteraction. The driver who is unaware of the capabilities of i.f.s. in fast cornering would never become conscious of it.

The gear change gives me joy. I have a foolish liking for positive mechanical action. Double-pole, spring-loaded electric switches, made to carry currents of 50 amps or so, make me feel like a small boy in the cabin of the Royal Scot—if a volunteer is wanted to operate them I'm your man. Consequently the neat snick-snick of the M.G. gear lever, with not an atom of lost motion this side of the cogs, gives me the curious, sensory pleasure that belongs to such things. The cogs themselves suit my driving needs, for I have never had the feeling that such and such a ratio could do with being a bit higher or lower. A whisper of engine will move the car away from standstill, and the synchromesh is good. Just occasionally I let in the clutch and find that reverse is not properly engaged, but this is a good fault. The casual engagement of reverse is not to be recommended.

The brakes—Lockheed hydraulic—are first-class, and the hand brake (mechanical on the rear wheels) is an example of what a hand brake should be. A rigid central lever takes all the driver cares to give it, and the naked compensatory adjustment at its base gives a glimpse of cables that inspire confidence. This is still a Brake, not just a brake.

The Happy Motorist

With all this, one can understand the M.G. driver being a happy man, and that is important, for it means that, free from agitation, half-conscious misgivings, and awkwardness of manipulation, he can concentrate on the job of driving. When his attention leaves the interior as he moves off from standstill he is given additional backing. Over the bonnet is an honest side lamp, with ruby glass on top, plainly visible to mark his left side wing. The angular front, at a certain distance from the eye, drops precipitously to the road, and the positiveness of this point is, I find, of great assistance in judgment of distances. There is no such positiveness about the curving front, and the vanishing point is a matter of guesswork.

Now this ever-visible dimension is a constant for the eye of the driver, and I believe that the eye subconsciously uses it as a measuring rod for greater distances. Take it away and the eye is left in the position of the man at one side of the valley scanning the hills opposite over a sea of mist. How far off? His answer may be five miles out.

In close quarters the effect is even more beneficial. Small size overall, in conjunction with such visibility, enables the M.G. to be inserted into confined spaces with confidence. In traffic it can take gaps which other cars must shy at. When two vehicles appear abreast, coming in the opposite direction, you can assist the overtaker (even if you disapprove of his methods) by planting the left-side wheel three inches from the verge and staying there. Around the 1¼-litre a cosy enclosure of confidence is built by these attributes, and after a few thousand miles with it the driver is fearful only that some other vehicle will commit the foolish error that results in a scratched wing.

I find the 1¼-litre a happy car when it is cruising at any speed up to 60 m.p.h. Normally I do not like to see its needle above 60, but on occasion circumstances have caused me to touch 70 m.p.h. At that speed its quite small engine becomes noticeable, and a transmission hum is evident on my particular model. None the less there is no sensation of stress, nor fear that "something might fly off." From long record and racing experience, M.G. engines have been given the ability to attain high revs, and to keep them going without protest. After prolonged spells at high speed, the 1¼ engine seems even more keyed up to the job than when it started, and, curiously enough, it frequently forgets to run on after such a burst, although it may do so after a quarter-mile from the filling station at 20 m.p.h. The phenomenon is easily stopped by opening the throttle wide immediately after switching off. One thing that puzzles me is the quick drop of water in the header tank. I believe it is spillage, and having gone down to finger-tip the level will go no farther; but as I like unscrewing the heavy plated cap and balancing it in my hand (I reckon nothing of the h.p. which goes on such vanity) I have not let matters go far enough to be positive.

If I am to utilize figures for an argument I have to force myself to extract the slide rule from its case. Consequently I haven't a clue as to averages on the M.G. Believe it or not, I do not know the exact mileage from my home to the offices of this journal. All I can say is that I have several times driven myself into a corner with regard to time, but that the 1¼-litre has invariably got me out of it. Petrol consumption is in the region of 30 m.p.g. and oil consumption virtually nil (10,000 miles). Likewise it has reliably started, with minimum use of the choke; indeed, it is easily possible to over-choke. At night, the lights live well up to the speed, and in the half-light I bless the ruby glasses to the side lamps. When they are on the whole world, *and* the driver, know it.

I would not change a thing on the car, although some would like a larger luggage locker. Hobo-minded, I tend to travel—as does my regular passenger—with a toothbrush and pyjamas, so we do not mind the comparatively small space; in any case, the back seat is normally unoccupied. Being human, I am a snob at heart. Small boys do not say, "Coo, etc., etc.," but the more knowing ones have been known to point out to their fellows that *that* is an M.G., and the wealth of emphasis behind the initials shows that they are *au fait* on their Goldie Gardner. I was immensely flattered the other morning when a near neighbour, an R.A.F. three-ringer with a plentiful plastering of fruit salad, made a complete circuit of the car as it stood outside my gate, one eyebrow cocked appreciatively. *Very* flattering.

"The angular front, at a certain distance from the eye, drops precipitously to the road," a help in judging distances, says the author.

Couple the name

TRIUMPH

WITH

NEWNHAMS

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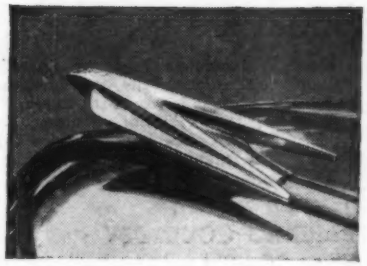
AGENTS FOR THE DOMINION MOTOR SPIRIT CO. LTD.

THIS is the Griffin—

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.



—and THIS is the Wyvern [62820].

CORRESPONDENCE

GRIFFINS AND WYVERNS

Further Study of Vauxhall Heraldry

[62820.]—I, too, like that little snippet of history as recorded by The Scribe (July 21), but I would like to ask if it is true, and is the animal which was the crest of Sir Fulk le Breant really a Griffin?

About that time the crest of the Chaunticlers, who lived in the neighbourhood of Attleborough, Norfolk, was a Griffin, hence the ancient hostelry adjacent to the church in which there is the Chaunticler Chapel; so it is unlikely that two families would have the same crest.

The animal depicted on the sign of the Griffin, well known as a port of call to travellers on A11, is quite unlike the one depicted on the radiator of Vauxhalls. As it is given in a book on heraldry I have, the Griffin is described as part lion and part eagle, with four legs, and wings, to which the Vauxhall badge does not apply. I venture to suggest that this is a Wyvern, and that the description of one of their models as a Wyvern is taken from their badge, and that this is the true description of the fabled animal.

A study of these hostelry signs will convey much ancient history, for invariably where we see the sign of the Chequers, we learn that the de Warrenne family had local associations; even Drury Lane was named after Sir William Drury, whose hall, with ancient tilting ground intact, and beautiful alabaster tomb in a wonderful state of preservation, are to be seen within a mile of the real Griffin Inn at Attleborough.

While on the subject of fabulous monsters and ancient inns I would commend to those interested the Green Dragon, at Wymondham, Norfolk, a gem of medieval architecture.

Attleborough, Norfolk. L. A. P.

[The Vauxhall Company says: "There seems to be some confusion between the Griffin and the Wyvern, but Vauxhall cars carry a Griffin *and* a Wyvern on the bonnet! The Griffin is the fabulous bird, half eagle, half lion, which is incorporated in the Vauxhall badge, and it is this device which is associated with the family of the name of Breant. The mascot on top of the bonnet is generally referred to as a Wyvern, and as a matter of interest it was designed to replace an almost exact replica of the heraldic design which was previously used for the radiator mascot. The design of the Wyvern has been changed a little from time to time and today is somewhat smaller and more simplified than when it first appeared."—ED.]

What Has Upset the Knight?

[62821.]—Barry Appleby is my favourite comic artist. I have been wondering why Fulk le Breant looks so sad and bewildered in Appleby's little picture on page 804, July 21. I believe I know the reason: Fulk is contemplating the frontal appearance of a new Vauxhall, and he is thinking of the proud and aristocratic radiator which that *marque* used to carry until quite recently. No doubt the makers of the Vauxhall car, like the Rover company, have reasons for abandoning an outward appearance which was not only handsome but also world famous. But need they have substituted such a round-nosed piece of three-dimensional geometry?

May I ask Barry Appleby to give your readers another study of Fulk le Breant, and this time to draw him cheerfully going into battle against the Saracen, and mounted upon the famous 30—98? ROGER NORTH.

King's Lynn, Norfolk.

PEDESTRIAN CROSSINGS

"Feel" Warnings Uncomfortable for Cyclists

[62822.]—Mr. H. G. Beeton [62811] is "puddled"! Had he reached the driving seat of a car via a bicycle or tandem, and a motor cycle, he would not have proposed "bevelled ridges about 1in to 1½in high and 12in to 18in apart."

I suggest he tries riding over broom handles on a two-wheeled vehicle—but mine are not available.

Brentford, Middlesex. CLIFFORD S. CHANTER.

THE HOUND OF BEDDGELERT

Owner Was a Prince

[62823.]—On reading the July 14 edition of *The Autocar* I notice on page 793 a photograph of Beddgelert and, below, a statement that it was a Welsh shepherd who slew his hound. In actual fact it was reputed to be a Prince of Wales, and if it is of any interest I enclose herewith a photograph of Gelert's tombstone with the story written on it.

Good luck to your journal which I read regularly.

Birmingham. ARTHUR JONES.

[Photograph confirms. Apologies to the royal houndsman —ED.]

TRAFFIC LIGHTS

Abuse of a Good Idea

[62824.]—We are repeatedly reading in our Press of the increasing problem of traffic congestion in London and other cities.

Even the derationing of petrol is blamed. But the real culprit—the saboteur of free-flowing traffic—is overlooked. I refer to the cancerous growth and misapplication of traffic lights.

In cities abroad the whole essence of traffic control is to "keep it moving at all costs." They wave you on, urge you on, anything rather than that you should cause a hold-up.

In this country they make quite certain that whole lines of traffic, or even solitary vehicles, come automatically to a standstill every few moments, regardless of necessity or reason.

Many originally clever and useful inventions become a veritable plague when enthusiasm and thoughtless application run riot. BASIL DE MATTOS.

Surbiton, Surrey.

SIGNALS

Views of a Motor Cyclist

[62825.]—In his letter [62793] Mr. O. Lewis states that it would be better if motorists did not signal quite so often. As a motor cyclist, though regular reader of *The Autocar*, I must protest that motorists do not signal enough. I have had many a near miss when about to overtake a car, when it has suddenly swung across my path without a signal of any kind.

The motorist, of course, looks into his driving mirror, cannot see the motor cyclist when positioning to overtake, and so does not signal. I am sure that if motorists signalled more and used their driving mirrors less, there would be far fewer accidents.

A similar emergency was caused by an owner's bad positioning of indicators on a Ford Eight. The indicators were in front of the doors, in a position where the driver could see them, but where traffic behind the car could not

CORRESPONDENCE

continued

Another dangerous form of signalling is the American "flash" indicator. If the sun is behind the car, the flashing of a little red light is very hard to see.

Whilst on the subject of signalling, I would like to ask why modern car designers tend to place the indicators very low down. This makes them difficult to see in daylight.

Manchester. K. R. BAGSHAW.

PARKING COURTESY

Off the Road (if Possible) Please!

[62826.]—I wonder if those few people who park on the road, instead of completely off the road, realize how great an obstruction they cause; particularly on main roads at the weekend. H. G. DAFFERN.

Berwick St. James, Wiltshire.

DIGITAL COINCIDENCE

What are the Odds?

[62827.]—On a recent evening I found myself in company with two other cars, waiting for the green at the cross-roads on the North Circular Road junction with the Finchley Road—strictly speaking the Regent's Park Road—at Henlys Corner, London, N.W.11.

Each of the three cars, although, of course, carrying different letters on the number plates, had the same number, viz., 740.

What are the odds against this? HLB 740.

London, N.W.11.

LEG-ROOM

Lament from New Zealand

[62828.]—When will the majority of motor manufacturers give more consideration to back-seat passengers and provide them with more leg room? I am not referring to baby cars of 8 and 10 h.p. These are necessarily small in every way; but surely twelves and eighteens could be designed to give more comfort to those seated in the back? To ride for, say, 100 miles or more with one's knees up to one's chin, so to speak, is agonizing even for a short person like myself.

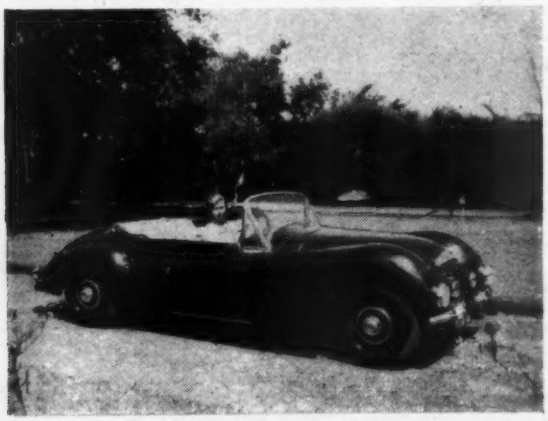
I have noticed in your Road Tests that many cars have only eight to ten inches between the front and back seats. There should be at least eleven or twelve, so that we could stretch our legs out to a moderate degree. HOMO.

Wanganui, New Zealand.

AUSTRALIAN RILEY

Open Body on 2½-litre Chassis

[62829.]—I thought readers might be interested in my 2½-litre Riley. I imported a standard saloon chassis and had the body built here to my own design. The object was to get an open car with the accommodation of the Riley saloon, but with performance approaching that of the Healey.



Smart Dominions Riley—see letter [62829.]

As designed, the whole of the front end was to be removable for engine accessibility, and the spare wheel was to be housed in the right side front wing, to give greater depth in the locker, as in the sports Aston Martin. However, the body builders (Head Bros., of Melbourne) talked me out of these features on the grounds of lack of rigidity. As it is, the accessibility is the same as in the Riley saloon, which is not good on the carburettor side.

The bodywork consists of a framework of square section tubular steel, panelled in aluminium. The car weighs 25 cwt, complete with oil, water and about two gallons of fuel, so that it is appreciably lighter than even the sports three-seater Riley. Actually a higher rear axle ratio of 3.75 to 1, as compared to 4.1 to 1, was intended to give better fuel consumption and a higher cruising speed, but this has not been installed yet.

The acceleration at present is outstanding and the top gear flexibility and the lack of pinking (in top) are most marked by comparison with the saloon.

When the photograph was taken the trimming was not complete, and since then external door handles, a full-length tonneau cover and an H.M.V. radio have been added. A rev counter is still to be added. ROBERT HOOD.

Hexham, Victoria, Australia.

STARTING FROM COLD

To Disengage the Clutch or Not?

[62830.]—On reading The Scribe's interesting article on batteries (July 21) I was surprised to see that Exide starting advice was, "*always* (your italics) depress the clutch pedal."

With my present car, a Morris Eight, I can detect a slight decrease in engine revs on pressing the clutch pedal, showing, I think, that the graphite thrust bearing offers more resistance than the gear shafts turning over in neutral. To confirm this I adopted the Exide advice next time on starting from cold and found that with the clutch pedal down the starter would barely turn the engine over compression, but with the clutch pedal raised it would turn the engine over briskly in its usual fashion.

I can quite see that in the depths of a severe winter the increased oil viscosity *may* make the gear shafts relatively stiffer to turn but, so far as I can remember, pressing the clutch pedal still gives me a drop in engine note, even in winter; I must remember to check this in six month's time.

Meanwhile I shall continue to ignore Exide's advice, confident that I am treating the battery more kindly as a result of doing so. ROBERT L. PREECE.

Birmingham.

"REPEAT PERFORMANCE"

Correction to the Early History

[62831.]—I have read the letter of Colonel W. S. Sewell [62804] and I would like to make the following corrections.

The whole of the assets, including goodwill, of the Wolseley Sheep Shearing Machine Co., Ltd., in motor cars and machine tools, were sold in 1901 to the Wolseley Tool and Motor Car Co., Ltd., a company registered by Vickers, Sons and Maxim Ltd., and thereafter the Wolseley Sheep Shearing Machine Co., Ltd. had no further interest in the manufacture of motor cars.

The late Lord Austin relinquished the chairmanship and his seat on the board of the Wolseley Sheep Shearing Machine Co., Ltd. on December 31, 1933.

Birmingham. H. J. MACNAMARA, Managing Director,
The Wolseley Sheep Shearing Machine Co., Ltd.

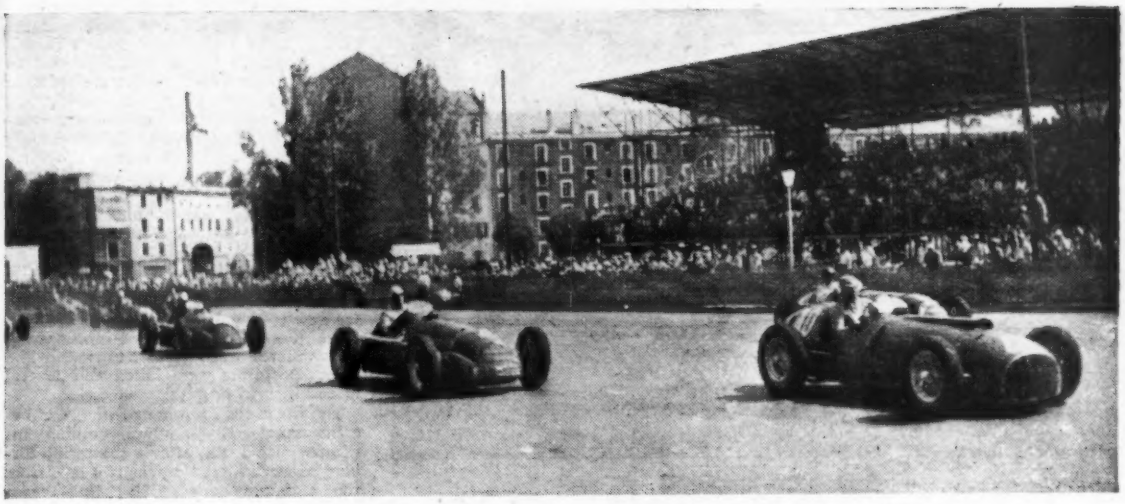
RESISTANCE MOVEMENT

Next Task for the Organizers

[62832.]—I read Mr. Bernard Coulter's letter [62787] and I have no doubt he will get many members for his resistance movement, but does not this movement already exist, Sir, within not only *The Autocar* itself but also the R.A.C. and the A.A.?

I suggest the next task is to get a standard tax for *all* cars. We have been told the £10 tax applies to cars on which purchase tax has been paid. I do not think anyone has yet mentioned the fact that many owners have spent considerable sums on old cars to keep them on the road, often for business purposes, because they could not get a new car.

Malvern, Worcestershire. L. C. LOMAS

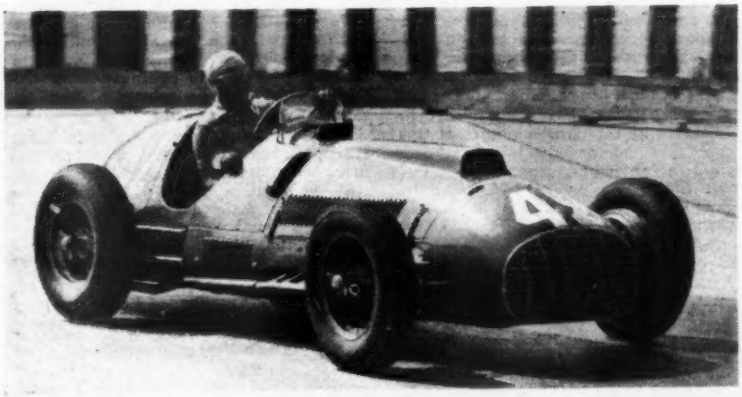


Start of the G.P. des Nations: Ascari is followed by Farina and de Graffenried and then Taruffi.

CHANGING FORTUNES AT GENEVA

ALFA ROMEO TRIUMPH—FERRARIS' UNLUCKY DAY

IN the races run at Geneva last Sunday, Ferrari had the worst luck that could befall a racing team. Villoresi's car was put out of the Formula 2 event by mechanical trouble when in the lead with but a few miles to go, while in the G.P. des Nations the same fate befell Ascari, then lying second, while Villoresi crashed and was seriously injured. Once more, therefore, Alfa Romeo scored a one-two-three victory, Fangio romping home with a seven-mile lead in torrid heat.



Before his accident in the Grand Prix des Nations—Villoresi and the latest 3.3-litre unblown Ferrari.

EIGHTEEN cars faced the starter in the Formula 2 race, run before lunch in wonderful weather. Among them were two works Ferraris (Villoresi and Serafini) both with the new-type chassis, two older Ferraris, eight Simcas and two H.W.M.s (Abecassis and Macklin); the front row consisted of Villoresi, with the Simcas of Branca and Trintignant, while behind them came Simon (Simca) and Serafini. Abecassis was in the third row, but Macklin was allowed to start only after an argument over the number of laps he had completed in practice, and was consigned to the last row in consequence.

Branca led from the start and round the first corner, but Villoresi was in front after the first lap, and Serafini joined him next time round—Ferraris first and second. But they were not to have it all their own way; after five laps Trintignant and Simon had thrust their Simcas past Serafini, Trintignant being hard on Villoresi's heels. Nevertheless, he could do no more, and "Gigi" maintained a comfortable lead, lapping with great regularity within a second or two of the time for his record lap of 77.48 m.p.h.

Abecassis, with the faster H.W.M., retired after four laps with gear box trouble, and Harry Schell, in the 1,100 c.c. Cooper, ran out of road when the brakes failed; but Macklin was going well with the second H.W.M., and held ninth place at half-distance. No change occurred in the first six positions for two-thirds of the race, and just when Serafini seemed to have a chance of catching Simon he spun half round on a corner and lost all hope of so doing; but then Villoresi suddenly came into the pits with the rear wheels leaning in at a drunken angle—the axle tube had fractured, and the leading Ferrari was out.

This left the Simcas in an unassailable position, and Maurice Trintignant duly sailed home in first place, followed by Simon; Serafini was third, and Mieres fourth with the Argentinian Ferrari. Then came Canonica of Geneva with another Simca and Macklin—a good sixth.

G.P. de Genève—RESULT
Race distance 112 miles. 45 laps of 2.488-mile circuit.

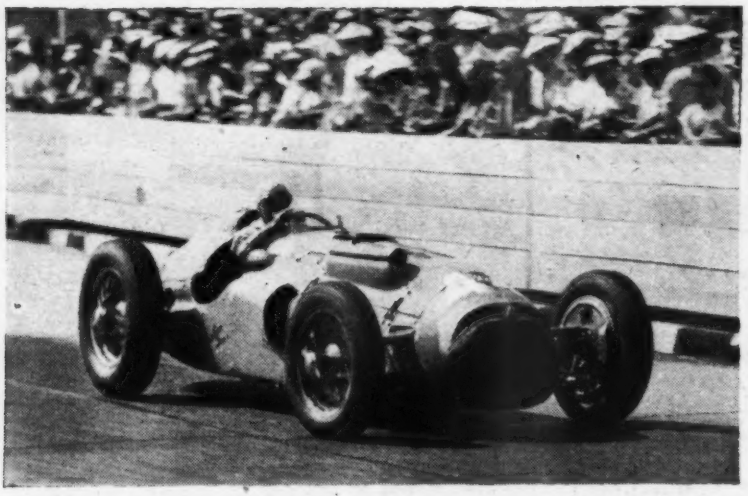
1, Simca-Gordini (M. Trintignant) 1h 29m 16.5s, 75.15 m.p.h.; 2, Simca-Gordini (A. Simon) 1h 29m 45.8s; 3, Ferrari (D. Serafini) 1h 30m 7.7s; 4 Ferrari (R. Mieres) 44 laps; 5, Simca-Gordini (A. Canonica) 43 laps; 6, H.W.M. (L. Macklin) 42 laps; 7 Simca-Gordini (A. Dattner) 41 laps; 8, Simca-Gordini (A. Branca) 38 laps; 9, Cisitalia (Robert) 36 laps.

Eighteen starters, nine retirements.

Fastest lap: Ferrari (L. Villoresi) 1m 58.5s, 77.48 m.p.h.

G.P. des NATIONS

THE main event, the Formula 1 G.P. des Nations, was due to start at 3 p.m.; by then the heat was terrific, but upwards of 40,000 spectators crammed the grandstands and every conceivable vantage point. Twenty cars came to the line, and for once it seemed that some effective opposition might be offered to the all-conquering Alfa Romeo team, for although Fangio had made fastest practice time the next best were Ascari and Villoresi in the new unblown Ferraris, again with de Dion-type rear axles, and with engines variously estimated at 3.3 or 4.5 litres in capacity—the former seems the more probably correct figure.



The battered-looking Talbot of Sommer, which bore traces of its recent crash at Albi, used extra air scoops added after practice because of the great heat.

CHANGING FORTUNES AT GENEVA . . . continued

Behind them, in the second row, came Farina and de Graffenried with Alfa Romeos (the latter making his début with this *marque*), while the third row comprised Sommer's Talbot, Taruffi with the fourth Alfa Romeo, and Bonetto with the Milan (two-stage blown engine in Maserati (chassis). The new Milan chassis also appeared in this race for the first time, in the hands of Comotti, but with only a single stage of supercharge and purely as a try-out; it made several pit stops and retired early.

This, again, proved to be a race in which the positions of the leading four cars remained unchanged for most of the distance; Fangio streaked ahead from the start, with Ascari grimly concentrating on keeping the leading Ferrari within striking distance, and both of them gaining slowly but surely from Farina and de Graffenried (who were running a few lengths apart in third and fourth positions), while Villoresi and Taruffi followed on. Trouble was rife among the Maseratis, Chiron, Rol, Murray and Harry Schell (driving the car usually handled by de Graffenried) all visiting the pits at least once in the early stages; Bira went out at 24 laps, and two laps later Reg Parnell—in seventh place, the leading Maserati—came into the pits for water. Unfortunately he was scalded when the radiator filler cap was opened rather incautiously, and though he later restarted, the car was not right and he, too, was out.

Position at 30 laps

1, Alfa Romeo (Fangio) 80.78 m.p.h.; 2, Ferrari (Ascari) 50.3s behind leader; 3, Alfa Romeo (Farina) 1m 17.8s; 4, Alfa Romeo (de Graffenried) 1m 24.4s; 5, Ferrari (Villoresi) 17 laps behind.

The Alfas all refuelled with their accustomed precision, without changing the order, each in under 30 sec, and the race settled down again; Sommer dropped out, and Johnny Claes (who had been going extremely well in the yellow Talbot, keeping ahead of Sommer for a considerable distance) made two stops in quick succession with overheating troubles. In the rear, Chiron, Rol, Bonetto and Branca (4CL Maserati) were all carrying on a struggle against adversity with varying degrees of success, while Cabantous' Talbot and Manzon's Wade-blown Simca were motoring steadily round in midfield.

Surely this was going to be the final order—and the first appearance of a Ferrari among the Alfas in the results for some time; but suddenly, six laps from the end, disaster struck at the Ferrari team. Ascari, after a wonderful drive, came into the pits and retired, with water coming from one exhaust pipe, and simultaneously Villoresi, Farina and de Graffenried all failed to appear. Then, after an interval of over a lap, the last-named reappeared, just ahead of Taruffi (who, while not so consistently fast as Fangio, had surprisingly made fastest lap), and these two became second and third; Villoresi had slid on a patch of oil and struck the straw bales, the car overturning on him and finishing up in the crowd, while Farina, endeavouring to avoid him, had spun and damaged his Alfa too much to continue, baulking de Graffenried in the process.

Truly the Alfa team have all the luck, for now they were once more in the first three places, while both Ferraris were out; Villoresi was seriously injured, while three spectators were killed and several more taken to hospital.

By the time the change of order became stable, Fangio was coming in, winner once again, after a shattering display of virtuosity, by over two laps from the remaining two Alfas; then came Cabantous, Manzon's amazing Simca, Chiron, Claes and the rest of the survivors.

G.P. DES NATIONS—RESULT
Race distance 169 miles, 68 laps of 2.486-mile circuit.

1, Alfa Romeo s (J. M. Fangio) 2h 7m 55s, 79.28 m.p.h.; 2, Alfa Romeo s (E. de Graffenried) 66 laps; 3, Alfa Romeo s (P. Taruffi) 66 laps; 4, Talbot (Y. Giraud-Cabantous) 62 laps; 5, Simca-Gordini s (R. Manzon) 61 laps; 6, Maserati s (L. Chiron) 61 laps; 7, Talbot (J. Claes) 60 laps; 8, Milan s (F. Bonetto) 58 laps; 9, Maserati s (F. Rol) 58 laps; 10, Maserati s (A. Branca) 56 laps.

Retirements: Ferrari (Ascari) 62 laps; Alfa Romeo s (Farina) 61 laps; Ferrari (Villoresi) 60 laps; Talbot (Sommer) 39 laps; Maserati s (Parnell) 29 laps; Maserati s (Bira) 24 laps; Maserati s (Murray) 15 laps; Milan s (Comotti) 14 laps; Maserati s (Schell) 12 laps; Maserati s (Gonzales) 5 laps.

Fastest lap, Taruffi, 1m 45.1s, 85.14 m.p.h.

RACE: RALLY: SPEED TRIAL

AN ambitious race for 500 c.c. cars takes place in Belgium on the Ostend-Middelkerke aerodrome, on Monday, August 14, under the grandiose title of the "Coupe du Monde." Drivers from twelve nations have been invited to take part, but the pioneer efforts of this country are acknowledged by the presence of 24 British cars out of the total of 40 who are expected to take part. There will be two heats of 20 miles over 12 laps of the perimeter track, the first six in each to go to the finals. A further heat for unplaced entrants in these two heats will qualify another six, making a total of 18 to take part in the 20-lap final of 35 miles. In the same programme is an eight-lap race for the Belgian 500 c.c. championship. The event commences at 3 p.m.

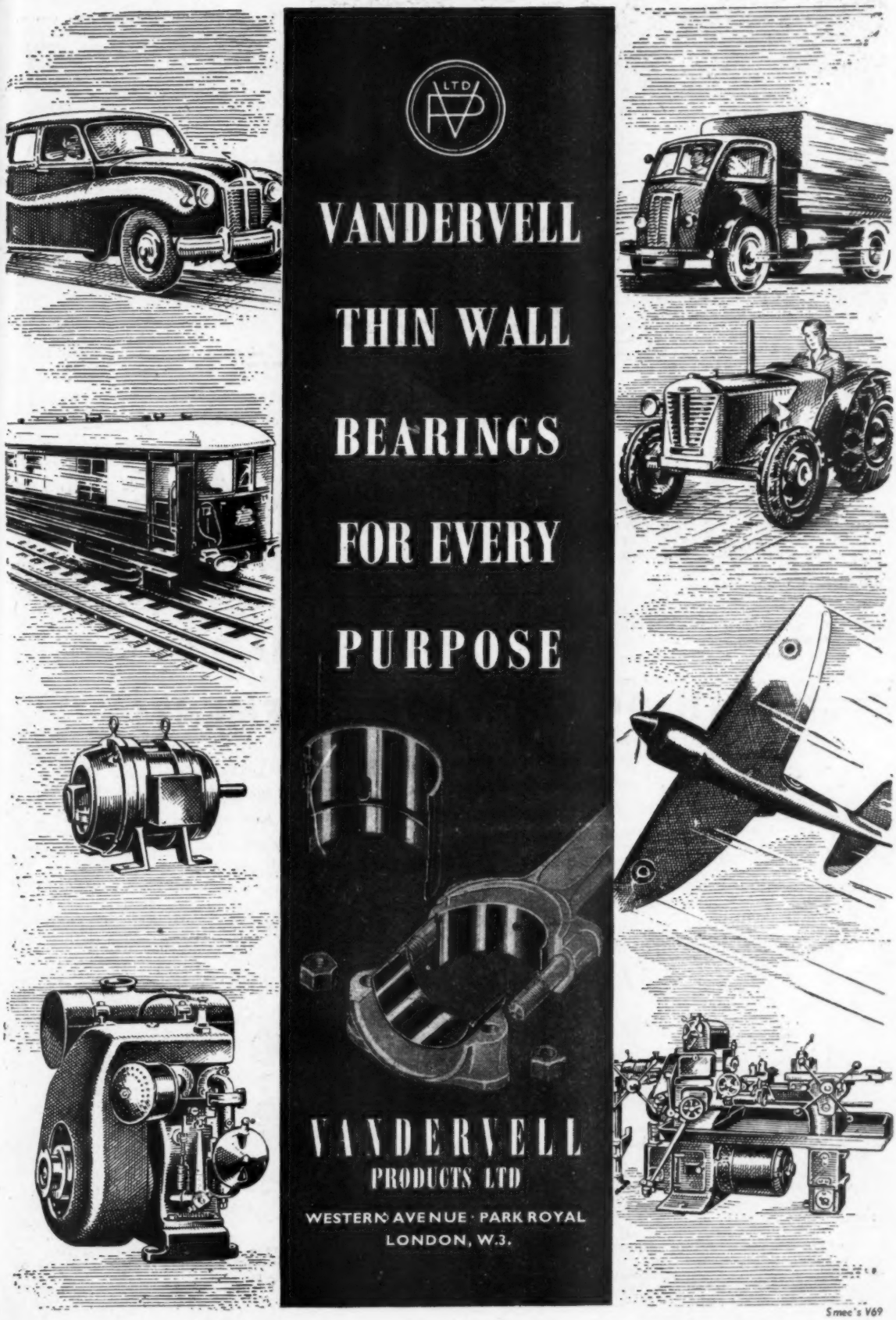
ONE of the less conventional rallies to be run this season will be the second international Torch Rally, on September 17-18. The route, from Bayeux to Eindhoven (about 560 miles) will lie through France, Belgium and Holland, and has been chosen to symbolize the route followed by the liberating armies from the landing beaches in Normany up to Eindhoven. The rally is, in fact, being organized as part of the festivities held each year to celebrate this town's liberation.

The programme at Bayeux will include a miniature *rallye gastronomique*, and visits to the artificial port used by the Allied troops, and to the tapestry works of *la Reine Mathilde*. For those who are not too tired upon arrival at Eindhoven, opportunities will be provided for them to take part in the celebrations of the town, which will be gay with illuminations.

Both men and women are eligible for entry, and it is hoped that police and army, manufacturers' and club teams will compete. Included among the awards are two large silver torches offered as challenge prizes—one for car drivers, the other for motor cycle competitors. All details from Secretariat Torch Rally, V.V.V., Dommelstraat 27, Eindhoven, Holland.

ALWAYS in the summer months a few seaside towns close their promenades for a day and enjoy a brief spell of sprint racing. On August 12 the Hartlepools and D.M.C. will organize a speed trial meeting for sports and racing cars and motor cycles on the promenade at Hartlepool. The course is 30ft wide and 440 yards long, with plenty of pulling-up space; there are two slight bends with no gradient, and the surface is of tarmacadam and concrete. Each competitor will be allowed two runs. Starting time is 2 p.m.

Another event for which "regs" have just been issued is the Vintage S.C.C.'s Prescott hill-climb to be run on August 19. The event is open to sports and racing cars, of Vintage birth, and Edwardian cars. Starting time will be 1 p.m.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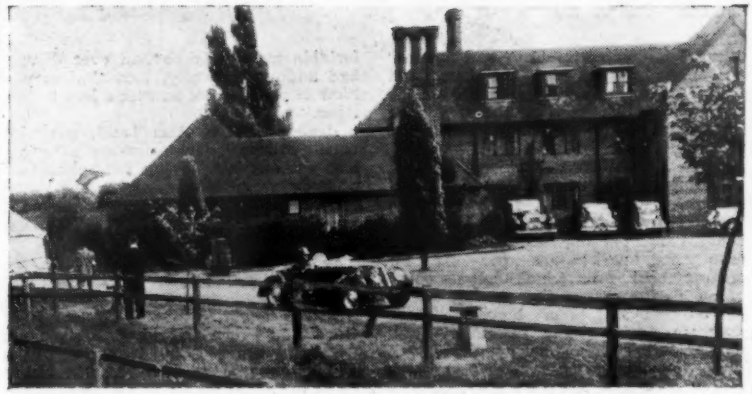

The circuit at Great Auclum (Berkshire) incorporates the drive of the owner's house.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I Mech.E., M.S.A.E.

REALLY, Alfas have the luck of the devil; just when it seemed that Ferrari would break their ranks at Geneva, fate once more intervened, Ascari's car breaking down. Much more serious, however, was the unfortunate accident to Luigi Villoresi, one of the best drivers and the nicest personalities in motor racing today. Although not in grave danger he is badly hurt, his injuries including a fractured thigh, pelvis and collarbone, and head injuries; everyone will wish him a speedy recovery, as racing will not be the same during his enforced absence.

IT is interesting to hear that plans are well ahead for the construction of a Formula 2 Alta, scheduled to appear in competition next year. The engine will be a hotter edition of the four-cylinder unit which has been running in the H.W.M., but the chassis will be entirely new. Many of the principles utilized in the G.P. Alta will be embodied in the new design, but everything will be smaller and lighter. I understand that Alta's are shortly putting down a batch of this new type, and that the Formula 1 car is to have its size reduced somewhat and its engine performance stepped up.

ENTRIES for the national speed hill-climb at Shelsley Walsh, on September 23, will be limited to eighty; closing date is August 30. Racing cars and production sports cars will compete. Regulations are now available, and all enquiries should be sent to the Secretary, Midland A.C., 87-89, Edmund Street, Birmingham 3.

IT is good to hear that Stirling Moss, despite his broken knee cap, through which his leg is in plaster, will—if his hopes are achieved—drive at Brands Hatch on August 7. His 500 c.c. Cooper is being fitted with a hand clutch especially for the meeting.

His crash in the 500 c.c. supercharged Pausilippe race at Naples, on July 23—from which his broken knee resulted—was unfortunate. It happened on a fairly fast (about 80 m.p.h.) left-hand bend. Moss, in his Cooper, was chasing Taraschi, driving the not easily pronounced Giaur car. Taraschi pulled over for Moss to overtake, but when Moss drew alongside him, Taraschi suddenly lost control of his machine; the tail swung round, the hub cap hitting the Cooper's left-hand front tyre and bursting it, and at the same time spinning the car head on into a tree. Stirling was taken to the International Hospital, Naples, and then flown back to England, but the future of the damaged Cooper is still a little uncertain. It is being brought back to England this week, and it is hoped to rebuild it satisfactorily. Stirling hopes, also, to race it at Silverstone on August 26.

INCIDENTALLY, while on the subject of the Silverstone August 26 meeting, last Saturday it was announced from the B.R.D.C. headquarters that official entries have been received from British Racing Motors Limited (B.R.M.) for *two* cars for the International *Daily Express* Trophy Race. Two drivers have been

COMING SHORTLY

AUGUST 4.—Bentley D.C. Noggin and natter, Chiverton Arms, Blackwater, 8 p.m.
5.—Mid-Surrey A.C. Barnstaple Trial.
6.—Plymouth M.C. 200 Challenge Trophy Trial, Devon.
6.—**Comminges Grand Prix, France.**
6.—**St. Bernard hill-climb, Italy.**
6.—**Freiburg-Schauinsland mountain race, Germany.**
7.—Nottingham S.C.C. Race meeting, Gamston aerodrome, near Retford, Nottinghamshire.
7.—**500 Club. Race meeting, Brands Hatch, Kent**, 1 p.m.
7.—Berkhamsted M.C. and C.C. Speed trials, Tewinwater Estate, 12 noon.
7.—Guernsey M.C. and C.C. Hill-climb, Val des Terres, St. Peter Port.
7.—Southsea M.C. Gymkhana, Southsea Common, Southsea, Hampshire, 2.30 p.m.
12.—Ulster A.C. Ulster Trophy motor races, Dundrod Circuit, Co. Antrim, Northern Ireland, starting 2 p.m.
12.—Hartlepools and D.M.C. Sprint races, Promenade, Hartlepool, 2 p.m.
12.—Bentley D.C. Open house, at Lake Cottage, Shamley Green, to members and friends, by invitation of Mr. and Mrs. W. O. Bentley.
12.—W. Cornwall M.C. Hill-climb, Trengwainton.
13.—Sunbeam-Talbot O.C. Peak District Trial.
13.—Gosport A.C. Rally, Gosport, Hampshire.

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THE SPORT . . . . . continued

selected for each car—Raymond Sommer and Peter Walker for the first, and Raymond Mays and Reg Parnell for the second. Which two of these will be reserve men on race day will be announced later.

All enquiries and bookings for the event should be sent direct to: International Trophy Office, *Daily Express*, Fleet Street, London, E.C.4. Admission charges are: parking fees, 10s per car for grandstand park; 25s per car for ordinary enclosures, which includes entry of all passengers to the circuit; 2s 6d per motor cycle; 1s per bicycle. North grandstand (for which tickets are still available), £1 1s, enclosure tickets, 6s each. All seats in the pits and north grandstands have now been sold.

THE Dutch Grand Prix, run on July 23, once more demonstrated the remarkable qualities of two famous French drivers, Raymond Sommer and Louis Rosier. Sommer is now right on top of his form, driving better, I think, than at any previous period, and he was really wondeful to watch on Zandvoort circuit, both in the Cooper and the big Talbot. For the former, incidentally, he had nothing but praise, saying that it was the most controllable and most comfortable racing car he had ever driven, and adding, typically, that "when you blow it up it costs so much less to put right."

Rosier, on the other hand, gave his usual polished demonstration of going fast without ever giving the appearance of so doing; he is certainly having a successful season, having won at Albi the previous week-end, as well as at Le Mans.

WITH 145 entries and a programme of four scratch races, four all-comers' handicaps and one race for Bentleys only, the Members' meeting at Goodwood is on Saturday, August 12.

The leading contestants for the Brooklands Memorial Trophy have all entered. The Trophy is awarded to the member gaining the greatest number of points at closed meetings during the year. August 12 will be the deciding round, and favourite at the moment is J. C. C. Mayers, who has ten points to date. Mrs. Nancy Binns, first woman to win a race at Goodwood, has entered her Riley, and Ian Appleyard's "Alpine" Jaguar will be there, in company with H. S. F. Hay's Bentley, of Le Mans fame. Racing commences at 2 p.m., practising from 9.30 a.m. Admission is for members and their friends only.

CLUB NEWS

50 Car Club.—Note for Cambridge enthusiasts: this club was formed six months ago, and since then has "come on" nicely. Club meetings are held each Friday at 8.15 p.m., at the Milton Arms Hotel, Milton Road, Cambridge, and new members are welcome. Secretary is P. A. Langford, of 262, Milton Road, Cambridge.

Berkhamsted M.C. and C.C.—On August Bank Holiday Monday, August 7, the club will be running, in conjunction with the North London Enthusiasts' Club, a speed trials meeting for sports and racing cars at Tewinwater Estate; programme will start at 12 noon.

M.G. Car Club (Irish Centre).—Fastest competitor in the standing kilometre speed trials, run in County Dublin on July 22, was R. J. Gallagher (497 c.c. Leprechaun-J.A.P.), whose best run was 35.99s, 62.15 m.p.h. Runners-up were M. P. Cahill (1,287 M.G.), with 36.70s, and D. O'Clery (1,250 TC M.G.) F.t.d. by a lady competitor was put up by Miss S. O'Clery (1,250 TC M.G.) in 40.31s.

M.G. (South-Western Centre).—The Summer Gymkhana was run on July 22 in a downpour. Venue was a vast quarry at Wick, near Bristol, and sixteen cars—ranging through 18-80s Marks I and II, PA, NA, TA, TC and TD—fought out six highly varied contests. A tie, between R. Dean (TD) and M. King (NA Magnette), resulted for the Challenge Cup, but in the special test the Magnette just beat the TD's time. W. Marshall (18-80 Mk I) won the award for the best visitor; he is a member of the Bristol club.

Southsea M.C.—Interesting event on August Bank Holiday Monday will be the gymkhana to be held on Southsea Common. The club will be competing against the City of Portsmouth police in three events—a triple garage test, relay race and wiggle-woggle test. Other events open to all members will be an obstacle race, musical chairs and turf board riding. Admission to the public will be 1s. Programme will start at 2.30 p.m.

Guernsey M.C. and C.C.—News of another August 7 event: there will be a hill-climb at the Val des Terres, St. Peter Port, Guernsey, for which an entry of twenty cars and fifty motor cycles has been received.

Sheffield and Hallamshire M.C.—It is planned to hold a race meeting at Gamston Aerodrome on Saturday, August 19. Six clubs have been invited to compete, and the programme will comprise two races for Formula 3 cars, a race for M.G.s, a Ford 8 and 10 Special race, and the remainder for sports cars of various capacities. The circuit is 1.9 miles, and the races will be run over five laps. Gamston Aerodrome is one mile from Markham Moor, near Retford, on the Great North road. The meeting will start at 2 p.m.

Exmoor M.C.—Highlight of the Midsummer semi-sporting trial, run on July 16, was a special test in which the driver was blindfold and relied upon his passenger to give him oral directions. Best performance of the day went to a motor cycle, driven by G. T. Tackle. Souvenir cup for the best in the opposite class was awarded to N. K. W. Bagley, driving the Bitzaford.

Riley M.C. (Midland Centre).—Plans are already being made for the Autumn Trial, which will be run on October 8. Start is to be from Broadway, Worcestershire, at 1.30 p.m., finish at Stratford-on-Avon.

West Hants and Dorset C.C.—The date for the Lytchett speed trials meeting has been changed from August 26 to August 19.

IN BRIEF

Contributors to the export drive are Desmo, Ltd., manufacturers of motoring accessories, who have been taking part in the Toronto Trade Fair.

Mr. John Oldham, chairman of Oldham and Son, Ltd., in his annual statement, said that premises and land had been acquired in India and that manufacturing was expected to start in the new year. This will be the third overseas factory of the company, the others being in South Africa and France.

Presentations were made to Mr. F. I. Connolly, retiring president, and to Mr. J. C. J. Phillips, retiring exhibition manager, at the annual luncheon of the council of the S.M.M.T. in London on July 20. Mr. Phillips had been with the S.M.M.T. for over 30 years. The presentation to the retiring president was made by Mr. W. Lyons, of Jaguar Cars, Ltd., the new president.

The Anglo-American Oil Co., Ltd. has given £5,000 to the National Thanksgiving Fund sponsored by the Lord Mayor of London. The Fund is to signify Britain's gratitude for the £80,000,000-worth of food gifts received since 1940.

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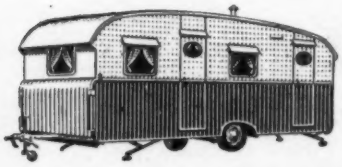

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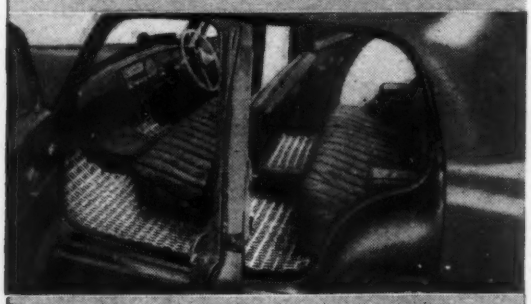

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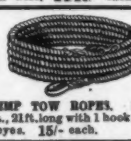

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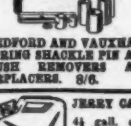

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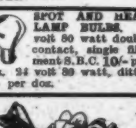

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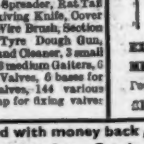

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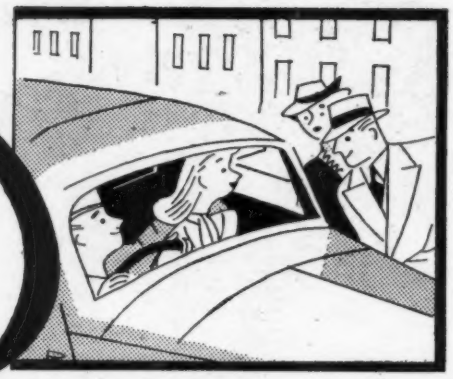

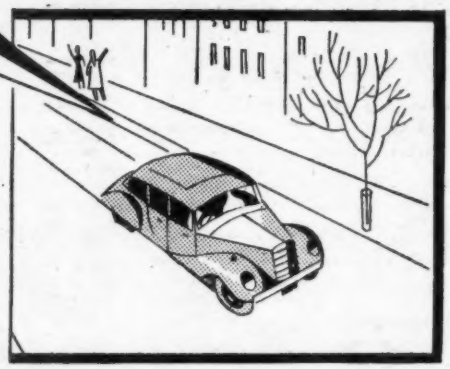

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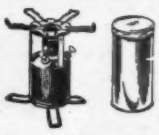

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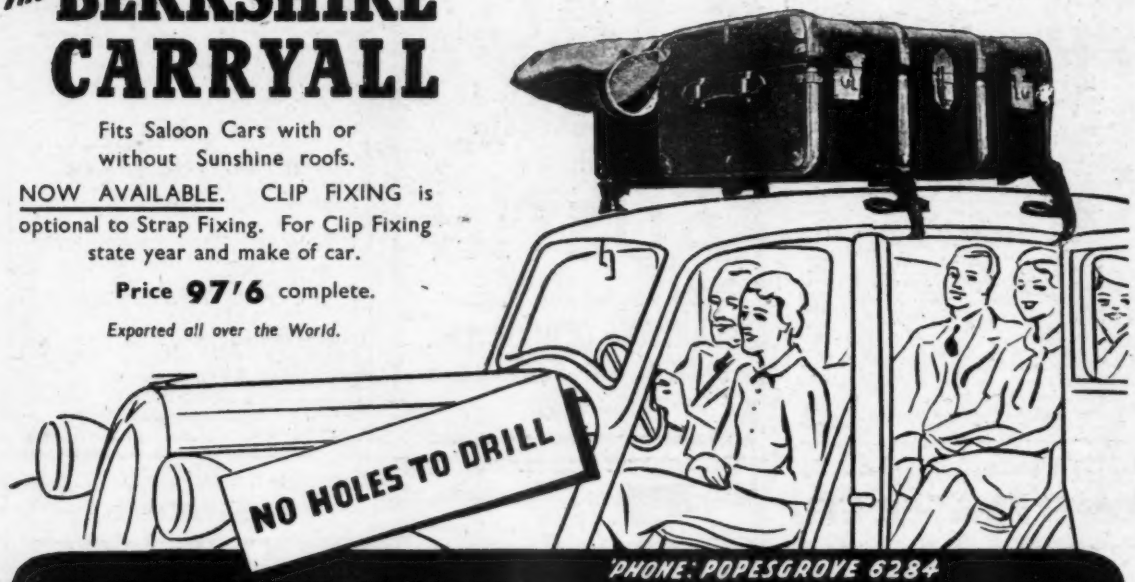

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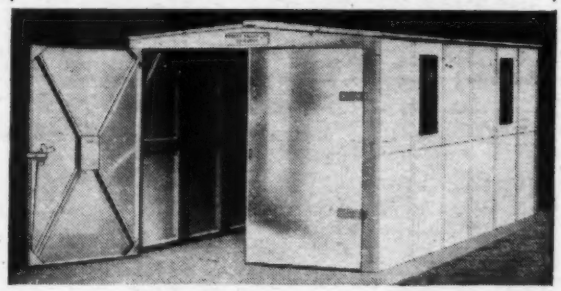

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DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151

1949 Allard foursome drop head coupe, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3616

ALLARD 1948 2-seater, low mileage, faultless condition, cost £1,300; exchanged for Austin A.40, Vauxhall Wyvern or similar.—Tulse Hill 3664, or Box 5746.

1949 Allard (10.12.48) coachbuilt semi-razor edge f.h. coupe, 4-str., in poly-bronze, light beige uphol., a really fine car; £1,150 or offers.—K.M., Ltd., 289, Teehye Lane, Bebington, nr. Birkenhead, Cheshire. Tel. Mountwood 2242/3. [3584

ALLARD, regd 1949 (£10 tax), 100 m.p.h., specially built competition 2-seater, 1,300 miles, finished steel grey, dual axle ratio Offenhauser manifold, twin carburettors, 2 spares full all-weather equipment, cost approx. £2,000; immaculate condition; £1,200; exchanges.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122-3. [9690

SPECIAL lightweight J-type Allard Competition 2-seater, 2,100 miles only, having been transported to events in lorry; this car holds the sports car records at Mont-Ventoux and Bo'ness, and the class records at Prescott, Malojа and Develier; it has climbed Shelsley in sports car trim faster than the sports car record; it made fastest aggregate time in tests in 1950 Eastbourne Rally; I.F.S., De Dion rear suspension, 2-carburettor enlarged Mercury engine, 5 Dunlop racing tyres, fitted with special lightweight aluminium body, complying with international sports car regulations.—Mr. Robertson, Alfred Imhof, Ltd., 112, New Oxford St., London, W.C.1. Tel. Museum 7878. [9662

Allard Cars Wanted

BARTLETT, the Allard buyers.—Bartlett, 27a, Pembridge Villas, W.11. [2926

BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [3601

Allard Spares and Service

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

BROOKLANDS

ALVIS Distributors for London

HAVE for inspection 2-seater Sports as shown at Earls Court.

CATALOGUES and particulars also available of the new 3-litre.

1949 Alvis 14hp saloon, black with green leather, fitted radio.

1949 Alvis 14hp saloon, maroon with red leather, speedometer reading 7,000 miles, fitted heater.

1949 Alvis 14hp saloon, light green with beige leather, speedometer reading 7,000 miles.

1948 Alvis 14hp saloon, black with brown Bedford cord, speedometer reading 7,000 miles; above s.h. cars examined and approved by makers.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [3839

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Alvis fitted makers' drop head coupe body, low mileage, in excellent condition; £1,125.—Portsmouth Rd., Thames Ditton. Emberbrook 5851-2-3.

1947 Alvis 14 saloon, as new, makers' list price.

1937 Alvis Speed 25 saloon, in very clean condition; £600.—W. E. Challice, Ltd., Cannington, Bridgwater. Tel. Combwich 226. [3391

GORDON CARS (LONDON), Ltd.—1949 Alvis 14 saloon, grey, 3,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Alvis estate car attractive.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3320

1948 Alvis 14hp saloon, one owner, radio, 13,000 miles, immaculate, 2,000 miles since passed by Alvis, guaranteed.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [3464

BRAY MOTORS.—£250; 1934/5 Alvis Speed Twenty 2-door, Vanden Plas sports saloon, unworn tyres, unrepeatable bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3935

ALVIS 1937 Speed 25 tourer in good condition, must be sold; owner gone abroad 2 years.—Davis Garage, Buckwell St., Plymouth. [2522

PERFORMANCE CARS (Ham. 8707).—Always a nice selection of Alvis cars, see under Sports Cars. Wanted urgently Six Speed 20 and Speed 25 fourers or drop heads.

1948 Alvis 4-seater, wooden body, mileage 10,000, perfect; £795.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [3377

ALVIS in Scotland, sales, spares and service; attractive range of used cars always available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0548

1949 Alvis 14hp saloon, black, beige upholstery, 12,000 miles, immaculate condition, fitted wireless and heater; £1,325.—Reliance Garage, Waterloo Rd., Blackpool 42458.

1949 Alvis 14hp drop head coupe, black, Tickford special body, leather upholstery, loose covers, H.M.V. radio; £1,350.—Boyce, 78, Wells St., London, W.1. Tel. Museum 8162. [4020

ALTON GARAGE, "The Alvis People," offer 12/50 and 12/60 models, open and closed, excellent examples; £185 each; also 17 and 20hp models in stock, any demonstration; immediate hire purchase and insurance; all pre-war Alvis cars bought or sold on commission.—"The Alvis People," 17, Brook Mews North, Craven Rd., Paddington 3952 & 4710. [3658

1940 Alvis Crested Eagle 19.8hp saloon, finished in royal blue, with blue leather, 37,500 miles, chassis and bodywork in magnificent condition throughout, a specimen car in every detail; £685.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [3462

1947 (Nov.) Alvis 14hp de luxe saloon, black, brown leather, fitted radio and heater, 18,000 mls., as new; £985.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2930

1947 Alvis 14, grey, one owner, perfect condition, licensed only one year, since then overhauled and recellulosed by makers, new tyres, complete set makers' reconditioned spares, licensed and taxed to end of year; £1,025; offers.—Francis, 93, Quarry Lane, Birmingham 31. [3088

295 gns.—Alvis Firebird, 1935 model, 14hp 4-door sports saloon, black, sliding head, green leather, Ace discs, carefully used, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3982

1935 Alvis limousine, 7 seats, face forward, body by Mayfair Carriage Co., this car has not been used since September, 1939, fitted with discs, the original spare never been used, mileage 23,000, one owner; the car must be seen to be appreciated, it is absolutely as new.—A. Ringle, 262a, Clapham Rd., S.W.9. Macaulay 1312 [2677

£995.—Alvis 14hp Firebird 4-door 4-light sportsman's saloon, June, 1936, very attractively finished in deep maroon with black wings and maroon leather upholstery, the whole car in scrupulously clean condition throughout; equipment includes D.W.S. jacking system, knock-on wheels, remote control synchromatic gears, special harmonic stabilising system, etc. A careful examination of the car will reveal that only the very best of attention and maintenance has been bestowed on its upkeep, particularly in the mechanical sense; the car runs delightfully, road-holding, steering and braking leave little or nothing to be desired. A tip-top motor of this make cannot fail to appeal to Alvis or similar enthusiast, fully guaranteed in writing.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities; part exchanges; free delivery [3962

LIMOUSINE 1936/20hp Double Enclosed, 7-forward, black, mileage genuine 19,000 (unused 10 years), beautiful order throughout, reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3491

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

WANTED.—Alvis cars, post-war saloon and coupe models; send all details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0023

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3718

S. F. ERSKINE & SONS Alvis distributors of Woking, invite details of late models for disposal.—Woking 530 [0697

CHARLES RICKARDS, Limited, wish to purchase good pre-war Alvis cars.—56, Bayswater Road, W.2. Paddington 1820. [3325

WANTED, a well-kept Speed 25 tourer, preferably not older than 1938; full details please.—S. Pixley, Palmerston House, Bishopsgate, E.C.2. [3083

1948-9 A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0494

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [8361

CAMDEN MOTORS require to purchase Alvis 12-70 saloons and drop heads, 1938-40, in good clean condition; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4600

Alvis Spares and Service

SERVICE and spares for Alvis cars

ALVIS Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams. "Alviscar Gold London."

AND at Alvis Ltd., Service Station, Holyhead Rd., Coventry. Tel. 4501. "Grams. "Alvis, Coventry."

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston. 2241. [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland, Works, 71-73, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. [0730

AMERICAN CARS

OVERSEAS CARS, Ltd.

1946 23hp Nash saloon, right-hand drive, fawn, 24,000 miles, £10 tax; £1,275.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9290

American Cars Wanted

WANTED, American cars, all makes, for cash.—Parade Garage, Gallows Corner, Romford, Essex. Ingrebourne 2451. [3547

ARMSTRONG SIDDELEY

BROOKLANDS

1949 Armstrong Siddeley Lancaster saloon, 18hp, black with brown leather, small mileage.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [3844

CAR MART, Ltd.

ARMSTRONG (1949) Typhoon saloon, 8,000 miles; £1,295.

ARMSTRONG 16 (1947) Hurricane coupe, 15,000 miles; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3044. [3405

1949 Armstrong Siddeley Hurricane coupe, black, perfect condition, 12,500 miles.—Thevenet, The Blue House, Downham, Nr. Billericay, Essex. [3220

PASS & JOYCE, Ltd., offer:—

1949 Armstrong Siddeley Hurricane drop head coupe, blue, synchromesh gear, H.M.V. radio —164, Gt. Portland St., W.1. Museum 1001. [1254

GUY SALMON AUTOMOBILES, Ltd., offer:—

1938 Armstrong Siddeley 17hp saloon, genuine 24,000 miles from new, one owner, in the most superb condition, which must be seen to be appreciated; £650.—Portsmouth Rd., Thames Ditton. Emberbrook 5351-2-3. [2955

1939 Armstrong Siddeley 16hp saloon, 6-light, perfect condition throughout.

PARAMOUNT MOTORS, 114, Tottenham Court Rd., W.1. Euston 7505 and 3526. [3164

1946 Armstrong Siddeley Hurricane coupe, splendid condition, black, red leather; £775.—George Newman & Co., 369, Euston Rd., N.W.1. Euston 4466 [3560

ARMSTRONG SIDDELEY Hurricane coupe, 1948, 16hp, mileage 9,000, colour black, radio-module, condition as new; £950.—James Tweedie Ltd., Holmston Road, Ayr. [3288

GORDON CARS (LONDON), Ltd.—1948 (Dec.) Armstrong 2.3-litre 18hp Typhoon sports saloon, black-brown leather.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3521

1934 Armstrong Siddeley 20hp long chassis 7-seater, excellent condition throughout; £225. —Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [1184

ARMSTRONG SIDDELEY 1936 14, perfect condition, mechanically excellent, tyres excellent, view appointment or 6 to 8 evenings; £295, or nearest.—36, Greville Rd., Cambridge [3674

795 gns.—Armstrong Siddeley, May 1947, Hurricane foursome drop head coupe, grey, blue leather, radio, heater, one private owner, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Armstrong Siddeley, Dec. 1939, 16hp, de luxe 4-door saloon, dark blue, sliding head, blue leather, preselector, new tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3983

£235.—Armstrong Siddeley late 1936 14hp 4-door sports saloon, black, sliding head, green leather, preselector, good tyres, built-in jacks, excellent condition.—Newton, Addington Lee, Underdown Lane, Herne Bay. Tel. 1747. [3208

TANKARD & SMITH, Limited, offer 1948 Armstrong Siddeley Hurricane d/h foursome coupe in black with brown leather, speedo reading 14,000 miles only, believed genuine, one private owner, magnificent condition throughout, £985; three months' written guarantee, also 200 guaranteed used cars of all makes.—198, Kings Road, S.W.3. Tel. Flaxman 4801-2-3. [3303

LIMOUSINES 1939 Series Long-25 also 17hp, leather throughout, partition, widest occasionals, black, genuine low mileage, privately owned £695. Below

8,500 genuine mileage, 1939 Long-17hp-partitioned, blue leather, Limousine, widest occasionals, reasonable cost, selection from £545. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted). Providence Court, Grosvenor Square. 2941-May-fair. [3492

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5.

CASH immediately for good Armstrong Siddeley.—C. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3719

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 3000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

JOHN BRODRICK, Ltd.

100% Armstrong Siddeley service.

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none.

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 20109. [0293

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216.

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS

ASTON MARTIN Distributors for London.

CATALOGUES and details of new 2.6-litre available.

1949 2-litre racing saloon, actual car entered and raced at Spa and Le Mans, 1949, completely overhauled by makers, reupholstered and recellulosed British Racing Green, carrying makers' guarantee.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [3841

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3596

ASTON MARTIN 2-litre speed model, 1937, open 2-4 seater, offers around £500.—72, Grayswood Avenue, Coventry. [3369

ASTON MARTIN, 1½-litre Le Mans 2-4-seater, twin Windtones, etc., excellent mechanical condition and appearance, taxed; £375.—70, Hillcroft Crescent, Oxhey, Watford 6795. [3250

1938 Aston Martin 2-litre 4-seat sports, green recent overhaul by specialists, excellent condition; offers.—Sexty, Glasllwch Lane, Newport, Mon.

BARTLETT.—Aston Martin 1½-litre Le Mans 2-4-seater, this car has been rebuilt, recellulosed, reupholstered and replated, probably the best example available; £475.—27a, Pembridge Villas, W.11. [3702

Aston Martin Cars Wanted

WANTED Aston Martin 1½-2-litre, open.—Liberty 3083. [3893

CASH immediately for good Aston Martin.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3728

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities: 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

AUSTIN SEVEN

1938 Austin 7 saloon, excellent condition; £245.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [3900

1939 Austin big 7, 4-door saloon; £295.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [3817

G. J. SHAFFER & Co., Ltd., offer:—1938 Austin 7 cabriolet, good condition; £235.—120/132, Cricklewood Lane, London, N.W.2. Gladstone 3311/3. [3550

89 gns.—Austin 7, 1931 model, saloon, black good condition, year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3984

£199.—Austin 7 Ruby saloon de luxe, January, 1936, finished in original dark blue cellulose with real leather upholstery, quite a nice example, not battered about, no dents, interior neat and tidy; good little engine, most economical (40 m.p.g.), very sound tyres.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities. Part exchanges. [3970

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

AUSTIN EIGHT

NEWNHAMS, Ltd.

1946 Austin 8 saloon, black with brown, carefully maintained.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [2753

J. CORYTON, Ltd.

AUSTIN 8hp 4-door sun saloons, reasonable mileages, very well maintained and in first-class condition throughout, mechanically guaranteed, choice of two, from £515.

139 449, Fulham Rd., South Kensington. Ken. 1410. [6390

ROUNDABOUT offer:—

1947 Austin 8hp saloon, in black, one owner; £550.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [3302

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8 saloon, black with brown leather upholstery, 15,00 miles; £585.

1947 Austin 8 saloon, black with brown leather upholstery, H.M.V. push-button radio, wheel discs, 14,000 miles; £625.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [4022

HAROLD RADFORD & Co., Ltd.

1946 Austin 8 saloon, finished in black with brown leather upholstery, 21,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

LAYTONS OF OXFORD offer:—

£575.—1946 (late) Austin 8hp 4-door de luxe saloon, black with blue leather upholstery; as new throughout; terms over 24 months if required.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [3236

GATEHOUSE offer 1947 (June) Austin 8 4-door saloon, 14,000 miles, one owner; £625.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6 Mountview 4444. [9157

1948 (Sept.) Austin 8 saloon; £595.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [2692

1946 Austin 8 de luxe saloon, one owner, blue, with blue leather, immaculate; £500.—Tanner Bros., 871-875, Fulham Rd., S.W.6. Renown 4494. [3483

AUSTIN 8 1946, 15,000 miles, black, with brown upholstery, a well-kept car; £550.—Wright's Motors, Park Garage, Rickmansworth. Rickmansworth 2214. [3880

£335.—1941 Austin 8 sal. black, similar to post-war model, 5 very good tyres, excellent condition throughout.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558. [3646

NAYLOR & ROOT, Ltd.—1947 Austin 8 saloon, black, brown hide upholstery, low mileage, equal to new throughout; £535; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each weekday including Saturday.

Austin Eight Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

CAR MART, Ltd.,

LONDON distributors.

AUSTIN 10 (1947) saloon, radio, 8,000 miles; £765.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3407

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1939 Austin 10hp de luxe Cambridge 4-door saloon, grey with blue leather upholstery, coachwork, mechanical condition and tyres excellent, taxed; £425.—The Broadway, Mill Hill, N.W.7. [3489

1946 Austin 10 saloon, black, very good condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3972

1939 Austin 10, one owner, very good and genuine condition; £385.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [3946

1937 Austin 10; £325.—King's Motors, 1, High St., Hounslow. Tel. 3532. [1886

AUSTIN 10, 1937, little used, coachwork beautiful; £350.—21, Waldegrave Park, Twickenham. [3360

BRUTONS, Ltd., offer 1939 Austin 10 Cambridge saloon, black, superb order, specimen car; £395.

AUSTIN 10 saloon, blue, reconditioned engine, clutch, etc., early model but excellent condition, taxed; £150; bargain.

14, Osten Mews, Emperor's Gate, S.W.7. Wes. 1242.

135 gns.—Austin 10 de luxe saloon, superb condition. —Autosnips, 5, Balham High Rd. Balham 1509. [3757

1940 Austin 10, very good condition; £425.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mal. 1627. [7219

£445 1939 Austin 10 sunshine saloon, absolutely unblemished condition, thoroughly recommended; written guarantee; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3906

1946 (November) Austin 10, immaculate; £625.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6.

G. J. SHAFFER & Co., Ltd., offer:—1936 Austin 10 Sherborne de luxe saloon, good condition; £235.—120/132, Cricklewood Lane, London, N.W.2. Gladstone 3311/3. [3551

1946 Austin 10 saloon de luxe, one owner, beautiful condition, well maintained, taxed year, Kingston House Garage, Enniamore Gardens, S.W.7. Tel. Ken. 6726. [3265

1946 Austin 10 saloon, black, brown leather, exceptional condition throughout; £585; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [3579

245 gns.—Austin 10, 1939 model, Cambridge de luxe 4-door saloon, black, sliding head, maroon leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4010

NAYLOR & ROOT, Ltd.—1947 Austin 10 saloon, black, blue upholstery, 7,000 miles, immaculate condition throughout; £635; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25 East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each weekday including Saturday. [3542

£645.—June, 1947, Austin 10hp de luxe saloon, finished black with brown leather and fitted radio, one careful owner since new; this car is in really tip-top mechanical order and, having been run on basic ration only for a considerable period, the mileage is very low, even for a 1947 car; 3 months' written guarantee; hire purchase if required on deposit as low as £160.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Part exchanges. Free delivery. [3961

Austin Ten Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953

I REQUIRE post-war Austin 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288.

AUSTIN 10, 1936 or later.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [2739

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Austin A40 Devon saloon, colour blue, brown leather upholstery, radio and heater, an excellent motor car; £865.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [9192

BASIL ROY.

1949 Austin A40 4-door, sliding roof and heater, small mileage; £865.—161, Gt. Portland St., W.1. Tel. Langham 7733. [3803

CAR MART, Ltd.,

LONDON distributors.

AUSTIN A40 (1949) Devon saloon, radio, heater, 8,000 miles; £935.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3406

NEWNHAMS, Ltd

1949 Austin A40 saloon, blue, low mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [2752

WIMBUSH for Austin.

1949 Austin A40 Devon saloon, fawn with beige upholstery, 12,000 miles by one careful owner; £855.

1949 Austin A40 Dorset 2-door saloon; £825.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [2086

DICKS CAR SALES offer:—

1949 Austin A40 Devon saloon, low mileage, as new; £945.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [2832

TOM GARNER, Ltd., offer:—

1949 Austin A40 Devon saloon, green with beige leather, heater, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3311

HAROLD RADFORD & Co., Ltd

1949 Austin A40 Devon saloon, 4,000 miles, one owner, black with beige upholstery and sunshine roof, in perfect condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

WADDINGTON MOTORS, Ltd., offer:—

1948 (October) Austin A40 Dorset saloon, H.M.V. radio, taxed for year, perfect condition; £795.—Fortune Green Rd., N.W.6. Ham. 2211. [3348

WANSTEAD MOTORS, Ltd., offer:—

1948 Austin A40 4-door saloon, radio and heater, 11,000 miles; £795.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [3439

£795.—1949 Austin Devon saloon, 10,000 miles.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [1821

1949 Devon saloon, black, sun roof, heater, 8,500 miles; £870.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3688

1948 (September) A40 Dorset saloon, excellent condition, moderate mileage.—J. R. Inwards, Ltd., High St., Ruislip 5035-4-5. [3679

1949 Austin A40 saloon, radio and heater, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3611

1948 and 1949 Austin A40s, Devon and Dorsets, available; choice of 5; trade supplied.—Allery & Bernard, Ltd., 372, Kings Rd., S.W.3. Fla. 7345. [3539

1949 Austin A40 saloon, grey/blue leather, fitted heater, 8,000 miles, as new; £875.—L. F. Dove, Limited, Mid-Surrey Car Centre, Guildford Road, Woking 1382. [3537

1949 (January) A40 Devon, as new, sun roof, heater, spot lamp, colour seal grey, low mileage, one owner; £810.—Warwick, 174, Corporation St., Birmingham, 4. [3764

1949 Austin A40 4-door saloon, radio, heater, sun roof, speedometer reading 10,000, perfect condition throughout; £855; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [3548

1949 (Feb.) Austin Devon, black, beige leather, sun roof and heater genuine 10,000 mls., looks 3,000 mls., as new; £840.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2928

Austin A40 Cars Wanted

THE CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0957

A40 cars wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [1092

A40 in exchange for Allard 1948 2-str, low mileage, cost new £1,300.—Tulse Hill 3664, or Box 5744. [3944

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

AUSTIN TWELVE

BRAY MOTORS.—£395; 1939 Austin 12/4 de luxe saloon, black, one owner, exceptionally clean.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3936

1947 Austin 12 saloon, black/brown, excellent condition; £750.—Haskins, Ladbroke 1155

1939 Austin 12 saloons; from £365.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [2619

1937 Austin 12, a good example of these famous cars, recellulosed black, splendid chassis, quiet axle, any trial; £325.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [2053

1947 Austin 12hp saloon de luxe, black/brown leather, maker's reconditioned engine just fitted, superb condition throughout, guaranteed; £785.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [3465

1947 Austin 12 4-door saloon, black, brown leather, 22,000 miles; £675; H.P. or exchanges.—John Jordan, Sandy, Beds. Tel. 64. [3258

1939 Austin 12.4 de luxe saloon, in outstanding condition, black, brown hide, taxed; £435.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [3762

1936 Austin 12 saloon, blue/blue leather, one owner only, reconditioned engine, A.1 tyres, mileage nominal, this car is in quite exceptionally fine condition throughout, original paintwork.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051.

TANKARD & SMITH, Limited, offer 1939 Austin 12 saloon in black with brown leather, very clean car in first-class mechanical condition, £450; three months' written guarantee, also 200 guaranteed used cars of all makes.—198, Kings Road, S.W.3. Tel. Flaxman 4801-2-3. [3306

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN SIXTEEN

NEWNHAMS, Ltd.

1948 Austin 16 saloon, black with brown, carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1004

CAR MART, Ltd.,

LONDON distributors.

AUSTIN 16 (1949) saloon, 7,000 miles; £995.

AUSTIN 16 (1948) saloon, 8,000 miles; £935.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3409

ARCHIE SIMONS & Co., Ltd.

1946 Austin 16hp saloon, one owner; £725.—94, Gt. Portlan. St., W.1. Lan. 1345. [3397

PHILIP RICKARDS, Ltd., offer:—

1948 Austin 16 saloon, green, 16,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4112-3. [3713

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1948 (September) Austin 16hp, black, brown interior, 16,000 miles, immaculate condition, taxed end of year; £875.—D. J. Shepherd & Co., (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631.

1937 Austin 16 de luxe saloon, completely overhauled, guaranteed; £275.—Below.

1936 Austin 16 de luxe saloon, guaranteed; £200; payments.—Oldfield, 4, Russell Gardens Mews, Kensington. Park 7780. [3655

1937 Austin 16 de luxe saloon, completely overhauled, guaranteed; £275.—Below.

1936 Austin 16 de luxe saloon, guaranteed; £200; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [3918

1948 Austin 16 saloon, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3609

1947 Austin 16, low mileage, one owner, excellent condition; £895.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [5487

BRAY MOTORS.—£425; 1939 Austin 16 Goodwood drop head saloon, reconditioned engine and clutch just fitted, grey, unworn tyres, one private owner.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3940

1947 16hp saloon, black/brown hide upholstery, low mileage, exceptional condition; £855.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3689

1946 (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5031-2. [3926

1948 Austin 16 black saloon with brown upholstery, fitted with wireless and heater; chauffeur driven and professionally maintained in perfect condition; inspection London.—Offers to Box 5662. [3221

1949 Austin 16 saloon, dark blue, leather throughout, heater, radio, exceptional condition; £965; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. May. 0821-2.

1948 (June) Austin 16 de luxe saloon, black-brown, 19,000 mls., looks and runs like new, including tyres, one private owner, heater, H.M.V. radio, Notek spotlight; £865.—348, King St., Hammersmith, Riv. 5837/8. [3638

1949 Austin 16, green, with leather, moderate mileage, ready for immediate use; part exchange enquiries welcomed.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [3874

695 gns.—Austin 16, 1946, de luxe 4-door saloon, black, sliding head, blue leather, Philco radio, heater, spare unused, one careful owner, very exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3985

Austin Sixteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

POST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

1948½ Austin 16hp req. urgently, must be in good condition, full particulars, price to —"Darlington," Baron Rd., Blackpool. [3090a

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

AUSTIN A70 & A90

CAR MART, Ltd.,

LONDON distributors.

AUSTIN A70 (1949) saloon, 6,000 miles; £1,195.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3408

TOM GARNER, Ltd., offer:—

1949 Austin A70 Hampshire saloon, green with brown upholstery, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3310

WARWICK WRIGHT, Ltd., offer:—

1949 Austin A70 Hampshire saloon, black, brown leather and cloth, 8,000 miles; £1,195.

1949 Austin A70 Hampshire saloon suede green, brown leather, 7,000 miles; £1,195.

WARWICK WRIGHT Ltd., 150 New Bond St., W.1. Mayfair 9761. [3647

MCKINNON MOTORS, Ltd., offer:—

1949 July Austin A70 Hampshire saloon de luxe, black, brown hide front seats, brown hide/cloth rear, radio, heater, sliding roof, one owner, mileage 6,500; £1,245; trade enquiries welcomed.

MCKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon Surrey. Established 1906. Tel. Wallington 3404. [3240

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Austin A70, radio and heater; £1,125.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3814

CHARLES RICKARDS, Ltd., the house of standing and reput..

1949 (June) Austin A70 saloon, one owner, 5,000 miles (genuine), blue, faultless condition; £1,175.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3325

1949 Austin A70 de luxe saloon, equal to new.—Autowork (Winchester) Ltd. Tel. Winchester 4834/3405. [3398

1949 (August 4th) A70 Hampshire saloon, grey, 9,000 miles, immaculate condition; £1,100.—Bullock, Devizes. Tel. Devizes 351. [2123

1949 Austin A70 Hampshire saloon, blue, fawn leather throughout, sun roof, radio and heater, 8,000 miles only.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3830

1949 July (ex-covenant) Austin A70 saloon, turquoise blue, low mileage, as new throughout; £1,125.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2228

AUSTIN EIGHTEEN

CAR MART, Ltd.,

LONDON distributors.

AUSTIN 18 (1936) York long chassis saloon; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3410

SIMPSON'S MOTORS offer:—

1939 Austin 7-seater, £10 per year tax, immaculate condition; £500.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wemoley 3903. [5052

AUSTIN 18hp limousine, seven forward seats, excellent running order, 1935-6; £250.—G.a. 2035. [3929

AUSTIN 18 Iver limousine.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3610

LIMOUSINE, 1938, 18hp Iver 7-seater, £10 tax, bargain; £595.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. Gladstone 2226 [1822

LIMOUSINE Austin Eighteen 1936, magnificent and unblemished condition throughout, seven face forwards; £475; written guarantee, hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3905

R. C. MORTLAKE offers 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—255 Kensal Rd., W.10. Ladbroke 3155. [2846

ROSE & YOUNG, Ltd., offer 1938 Austin Iver 7-passenger saloon, black, reconditioned engine; £725.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1040

1937 Austin 18 double-enclosed limousine with division, 7-seater face forwards, leather throughout, in perfect condition, title 1 with new tyres; £375.—Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5154, 7835, 5468. [1921

725 gns.—Austin 18, July 1938, Iver 7-passenger double enclosed limousine, black, brown leather, sliding partition, face forward occasionals, good tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3986

£125.—Austin 18 5-seater saloon (short chassis) 1935, fitted Stromberg downdraft carburettor, colour black, brown hide interior, no smoke, good oil pressure, good tyres, excellent appearance, at present in daily use by proprietor, giving excellent service.—Garrad Motors, 132b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [3654

£675.—Privately owned Austin 18hp Windsor 7-seater 1939, a really clean car, no blemishes on coachwork, leather upholstery trim and neat, late property of well-known London organization, never been used for hackney or similar purposes, correspondingly small mileage, believed chauffeur driven, extensive mechanical overhaul just two months ago, exceptional opportunity at the price.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3; write for 18-page list; easy and confidential hire purchase facilities; part exchanges; free delivery. [3952

A & S Offer quality carriages—(not cheap and doubtful variety) inspection invited:—

SEVEN Seaters 1936/1937 Saloons also partitioned Limousines, desirable condition, exceptional selection £450. Below

SEVEN Seaters 1938/1939 Saloons, excellent condition carriages, leather throughout, black, certified mechanically

LIMOUSINES 1938/1939 Ivers also Gordon, partitioned Coachwork, 7-forward, leather throughout, black, immaculate carriages £790.

HEARSE, 1938, Deck 7ft 3in. streamlined four bearer 1950 Coachwork, lavishly equipped. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [3495

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [0877

AUSTIN TWENTY

CAR MART, Ltd.,

LONDON distributors.

AUSTIN 20 (1938) Mayfair 7-seater limousine, 6 months' guarantee; £975.—Car Mart, Ltd., 297, Euston Rd. N.W.1. Euston 1212. [3411

LIMOUSINES 1935 Double Enclosed, 7-forward, blue leather throughout, exceptional, ready service. £435. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [3494

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

AUSTIN A125 and A135

CAR MART, Ltd.,

LONDON distributors.

AUSTIN 125 Sheerline 1949 saloon, 8,000 miles; £1,625.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3412

HAROLD RADFORD & Co., Ltd.

1949 (May) Austin Princess saloon, black/brown hide upholstery, 18,000 miles in perfect condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

S. G. SMITH MOTORS, Ltd., offer:—

1949 Austin Sheerline, 7,000 miles, radio and heater, indistinguishable from new; £1,575; 50 other used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3157

1949 (July) Austin Sheerline saloon, taxed year, mileage 4,500, radio, heater, colour black, fawn hide, immaculate and as brand new; £1,590.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [3355

Austin A125 and A135 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN Sheerline or Princess wanted; full particulars stating year, mileage and price; would sign covenant for unexpired period.—Dudley Beck, Darland Hall, Rossett, via Wrexham. Tel. Rossett 144. [3230

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

1948 (Oct.) Austin 16 saloon, sliding roof, heater, low mileage; £925; also

1948 Austin A40 Utility, 9,000 miles, 4-6-seater; £775; also

1947 Austin 16 saloon, 1 owner; £850.—George Newman & Co., 369, Euston Rd., N.W.1. Euston 4466. [3559

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars or any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

CASH immediately for good Austin.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3729

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [3600

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

CHARLES RICKARDS, Limited, wish to purchase good pre-war Austin cars.—56, Bayswater Road, W.2. Paddington 1820. [3326

AUSTIN 8, 10, 12 and 16hp saloon, late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. [0416

1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

BLUE STAR GARAGES, Ltd., require good condition Austin cars, 8-16hp, from 1938 onwards.—617, Finchley Rd., N.W.3. Tel. Ham. 2254; or Abbey Rd., St. John's Wood, N.W.8. Tel. Cun. 0282. [2664

Austin Spares and Service

NORMAND Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0336

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [0160

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

FOR Austin mudguards, running boards, 1931-39, Brooks, 85, Queens Rd., Brighton. [0382

REPAIRS! New pattern gears (7, 10hp, etc.); second. exch. gear boxes; trade discount!—Pri. 2647, 10, Winchester Mews, N.W.3. [0196

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, New Naton Causeway, S.E.1. Hop 2832, 2820.

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

DRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

CM

CAR MART, Ltd.

BENTLEY 4¼-litre (1948) razor-edge sports saloon by H. J. Mulliner, grey, 13,000 miles; £4,750.

BENTLEY 4¼-litre (1947, Dec.) razor-edge sports saloon by H. J. Mulliner, 7,000 miles; £4,475.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

JB

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to

12-13 St. George St., Hanover Sq., London W.1. T. Mayfair [0067

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 (November) Bentley Mark VI saloon, genuine 13,000 miles one owner; £3,500.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2932

FOX.

OFFICIALLY appointed retailers of Rolls-Royce and Bentley cars.

1949 Freestone & Webb two-door coupe on Bentley Mark VI chassis, two tone brown, brown leather, 9,000 miles; B.M.T.A. consent.—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns., London, W.1. Tel. Regent 7687. [2607

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley Specialists.

1949 Mark VI standard saloon, maroon with maroon leather.

1948 Mark VI standard saloon, black with blue leather upholstery.

1935 3½-litre 4-door sports saloon by Park Ward.

1934 3½-litre 4-door sports saloon by Park Ward, black with green leather upholstery.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines).

H. R. OWEN, Ltd.,

17, Berkeley St.,

GREAT Britain's leading specialists

IN Rolls-Royce and Bentley cars.

PROUD members of the Swain Group,

A NATIONAL motoring organisation.

1934 Bentley 3½-litre 2-dr. saloon by Thrupp & Maberly, in black, with blue hide upholstery, fitted with radio and chrome wheel discs. Ref. H.4305.

1936 Bentley 3½-litre sports saloon by Park Ward, colour green, with green hide upholstery, a really immaculate motor car. Ref. H.4635.

1948 Bentley Mark VI standard steel saloon by Bentley Motors, in black, with beige hide upholstery, fitted with loose covers. Ref. H.4761.

1949 Bentley Mark VI 2-dr. drop head coupe by Park Ward, colour metallic grey, with blue wings and lower panels, with blue hide upholstery. Ref. H.4420.

ALL cars carry our unique six months' guarantee; please write or 'phone for details to:—

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1.

TEL. Mayfair 9060 (10 lines). [3349

JACK OLDING of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

MARK VI standard Bentley saloon finished two shades of green with stone leather, first registered February, 1948 (1949 modifications).

DETAILS of new and used Bentley cars for reasonable delivery on application.

DUDLEY House,

NORTH Audley Street, W.1. Mayfair 5242. [3514

ACLAND & TABOR, Ltd., offer:—

1936 Bentley sedanca coupe by Windover, overhauled at cost of £600, in new condition; £1,375.

APPLY—North Road Garage, Welwyn 481. [3505

HAROLD RADFORD & Co., Ltd

INVITE you to call and inspect their unique selection of Bentley cars

1949 (April) Bentley Mark VI, chassis B376DA, fitted with Countryman Town and Country saloon body with folding rear seats, finished in natural polished mahogany and grey cellulose, with blue leather upholstery, mileage 9,000 only.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines).

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17 Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

1935 delivery 3½-litre Bentley Park Ward sports saloon, blue with blue leather.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8.) [6303

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1948 Bentley MK VI all steel saloon, black, brown leather, 21,000 miles, superb condition; £3,500.

18, Berkeley St., W.1. May 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [3570

1948 Bentley Mark VI saloon, 23,000 miles.—George Newman & Co., 369, Euston Rd., N.W.1. Euston 4466. [3561

1934 Bentley 3½-litre Park Ward saloon; £795.—Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1293

1936 Bentley 4¼-litre saloon body William Arnold, finished 2 shades of brown, sound condition, mileage 68,000; £1,250.

CHARLES ATTWOOD & SON, Ltd., Stafford St., Wolverhampton. Tel. 20794. [2451

BENTLEY modern Park Ward sports saloon, black, immaculate order, Bentley maintained, carefully driven; price £1,450; no dealers.—Box 5621. [2508

1937 4¼-litre Bentley super attractive Gurney Nutting sedanca coupe K.T. Series, excellent chassis; £1575.—J. F. Crawley, Western 6015. [3895

1938 4¼ Bentley L.S. Series full razor-edge saloon by Park Ward, just completely serviced, in beautiful condition; £1,875.—J. F. Crawley, Western 6015. [3896

1947 (Nov.) Bentley Mark VI S.S. saloon, £3,250; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [3666

1948 (April) Mark VI standard Bentley saloon, finished metallic grey, grey leather, 17,800 miles, carries manufacturer's guarantee, as new in every way; £3,575.

ROSS BROS., Ltd. Ben Rhydding, Yorks. Tel. Ilkley 1030. [2452

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4970

1937 4¼-litre Bentley fitted with Hooper drop head 2-seater coupe, colour grey; £1,385.—Jacquier, Ltd., 223-7, Hammersmith Rd., W.6. Riverside 6677-8. [2975

ROLLS-BENTLEY 3½-litre 4-door saloon, in excellent order, beautifully maintained, 2 owners, taxed year; £950.—Frank Hole, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. [8151

MARK VI standard Bentley saloon, finished mistletoe green with brown leather upholstery, 22,000 miles, first registered December 1948.—Wards, of Putney, 72, West Hill, S.W.15. Vandyke 1533. [9013

DOSE & YOUNG, Ltd., offer 1936 series Bentley 3½-litre sports saloon, Thrupp & Maberly; £1,075.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1055

BENTLEY 4¼-litre overdrive 4-door saloon, colour black with leather upholstery, in excellent condition throughout.—Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., Piccadilly, S.W.1. Tel. Reg. 3242. [3634

1939 Bentley 4¼ overdrive, magnificent foursome drop head coupe, Park Ward show model, immaculate in all details; £2,750; would exchange house or bungalow.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [3926

1936 3½-litre Bentley sports saloon by Park Ward, in beautiful condition, black, blue interior, engine completely overhauled and vetted by Bentleys, taxed for year; £1,275.—Gibson, "Treetops," Baldwin's Hill, Loughton, Essex. Phone evenings after 7 o'clock, Loughton 729. [3438

BENTLEY (other than 3½ & 4¼-litre)

8-litre Bentley short chassis, completely rebuilt 1939, unused since.—Box 5635. [2847

OWNER offers 1932 Bentley 8-litre saloon, seen Tower Garages, 617, Finchley Rd. [3276

PERFORMANCE CARS (Ham. 8707).—See our main advertisement under Sports Cars column. [2069

3-litre drop head coupe Red Label, very good condition, repainted, new hood, good tyres; £275.—Box 5642. [3150

BENTLEY 1928 drop head coupe, 1937, excellent condition, any trial, very fast, 3 unused outer covers; £250.—Grand Hotel, Dawlish. [3362

SPEED Six sports saloon, H. J. Mulliner, really good condition; £500 or best offer.—Ratcliffe, Mickledore, Rawtenstall, Lancs. Tel. Rossendale 1421 or 805 after 6.

BENTLEY 3-litre speed model foursome drop head coupe, 1926 chassis completely rebuilt, reupholstered, resprayed; £625, offers, or saloon in part exchange.—Box 5722. [3403

OPEN sports 8-litre Bentley, £10 tax, chassis shortened and nearly £1,000 spent with specialists on rebuilding; owing to change of plans owner will accept first reasonable offer; seen Manchester or Cheshire area.—Box 5653. [3085

R. S. MEAD offers: Bentley 3-litre Red Label sports 4-seater, rebuilt and new up to date body fitted by makers in 1935, one owner since; folding flat screen with side panels, low pressure tyres, stone guard, spot lamp, excellent hood and side screens, taxed year, open to any examination and trial; £455.—R. S. Mead, 42, Queen St., Maidenhead. Tel. 2642. [3661

Bentley Cars Wanted

ABENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted 1946-7-8 Mark VI standard saloons.

R. S. MEAD, 42, Queen St., Maidenhead. Tel. 2642. [3684

CM

THE CAR MART, Ltd., wish to purchase Bentley cars, 320, Euston Rd., N.W.1. Euston 1212. [0958

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CENTRAL GARAGE, Croydon, wish to purchase any type of Bentley cars.—Central Garage, Croydon. Tel. Cro. 7464. [9318

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7455

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242 [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, —12, Wellesley Ave., W.6. Riv. 1413. [3363

BENTLEY car wanted; advertiser will exchange with cash adjustment 1947 Rover 16, under 5,000 miles, grey with brown leather, positively as new, for post-war Standard Bentley.—Snowden, 49, Shaftesbury Ave., Blackpool. Tel. 53178. [3077

Bentley Spares and Service

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

W. W. COUPER, Ltd., Catherine St., St. Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire.

CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models, servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1998

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0447

B.M.W

TYPE 55 B.M.W.—See under sports cars.—Aco, 4318.

1936 B.M.W. type 55 drop head coupe, fitted extras, phenomenal performance; £385.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [3925

1938 type 45 B.M.W. 2-door 4-str., cabriolet, recently overhauled, taxed year; £385.—Woking Motors, (Maybury Hill), Ltd., Woking 1928.

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3735

BRISTOL

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

A.F.N. Ltd., offer:—

1949 (July) Bristol 400, maroon-metallichrome, one owner, mileage 6,000.

1948 (June) Bristol 400, metallic green, engine fitted Solex carburettors and sports camshaft., and has just been overhauled by manufacturers.

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [3342

H. R. MARTINDALE, Ltd.,

YORKSHIRE'S leading distributors.—Bristol type 401 4-5-seater on view; demonstration on request.

H. R. MARTINDALE, Ltd., 14, Harrison St., Briggate, Leeds, 1. Tel. 20114-5. [3374

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296

ACLAND & TABOR, Ltd., offer:—

1948 Bristol 400 saloon, 7,000 miles, blue, radio, as new; £1,950.

APPLY—North Road Garage, Welwyn 481. [3506

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598.

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

1949 type 400, mileage 10,000, immaculate, supplied and maintained by us.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [3886

UNREGISTERED Bristol 400/85B d.h. coupe, metallic green, beige upholstery, mileage 1,000.—S. P. Broughton & Co., Ltd., Grove Garage, High St., Cheltenham. Tel. 2283. [3597

Bristol Cars Wanted

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4613

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 0638. [0458

BRITISH SALMSON

1937 British Salmson 12hp sports saloon, sliding head, beautiful appearance, blue with leather upholstery, originally cost around £600, good chrome, K.O. wheels, lively twin ohc engine, etc., in first-class condition, good tyres and batteries; for sale at £325 as owner purchased open car.—Tel. Lane, Weston-super-Mare 2912. [3774

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245

B.S.A.

1939 B.S.A. 10hp 2-door saloon, exceptionally clean car throughout, taxed; £295.

COLES GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [3887

95 gns.—B.S.A., 1954, 9hp Feerless foursome coupe, black, sliding head, red leather, preselector, fluid flywheel, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3988

265 gns.—B.S.A. Scout, 1939 model, 10hp Series 6 sports 2-seater, metallic blue, blue leather, very good condition, year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [3987

B.S.A. Cars Wanted

ROWLAND SMITH'S the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [3135

BUGATTI

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3590

BUGATTI 57, £10 tax, Atalante F.H.C., showroom condition; £1,000.—Box 5660. [3202

BUGATTI Type 46, 5-litre sa-Colonel Sorrel, black Weymann sunshine saloon with glass wind-up partition, a really beautiful example of unadulterated Bugatti; price £850.—J. E. Ellis, North St., Scalby, Scarborough. Tel. Scalby 483 and 158. [3286

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

SIMPSON'S MOTORS offer:—

1937 Buick special foursome drop head coupe, immaculate; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [1919

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Buick 51 super saloon, r.h.d., low mileage.

LATEST model Buick saloon (portholes), 3,000 miles.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [3456

1937 Buick Viceroy saloon, radio, leather, superb order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [3459

1939 Buick 8 drop head foursome coupe, steering column gear shift, immaculate condition.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [3387

1939 Buick Century, superb condition, loose covers, fitted radio, new tyres; £650.—Tel. Pad. 3929. [3366

LIMOUSINES, roomy 8-seaters, not ex-hire, choice of two from £395; exchanges, hire purchase.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1823

1947 Buick Super black saloon, l.h.d., 14,000 miles, grey cloth, almost new condition inside and out, heater, also radio, private sale; nearest to £2,500. Cobham, Surrey 304, or Kingston, Thames 4154. [2439

£275.—Unrepeatable bargain, Buick 31hp 6-seater touring saloon, 1937, finished black and chrome, plain brown leather upholstery in clean condition, very sound mechanical order, six excellent tyres, one spare practically unused.—See below.

£495.—A really immaculate looking Buick four-some drophead coupe, 1937 (May), with English coachwork manufactured by the Carlton Carriage Co., strikingly finished in metallic red (latest American shade), with flawless chrome flashings and upholstery in spotless red leather to match, with brand new mohair hood; over £100 has been spent on general maintenance during the past 12 months, which is typical of the treatment afforded to this particular drophead, mechanical condition is just as exclusive as the appearance, leaving little or nothing to be desired; the car does give a magnificent ride and amongst the many extras included is one of the latest-type push-button radio sets built into the instrument panel; Delaney Gallay heater and two separately controlled Bosch spotlamps; this immaculate drophead is offered with a fully comprehensive written guarantee by Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3; easy and confidential hire purchase facilities; part exchanges; free delivery. [3953

ALPE & SAUNDERS require 7-seaters—(100 Limousines; Lists posted) Below

LIMOUSINE 1937 Double Enclosed, 8-forward, radio, 1946-condition, black, bargain. Below

LIMOUSINE 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, radio, privately owned, reasonable cost. Seen:—Providence Court, Grosvenor Square. 2941-Mayfair. [3495

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [7994

CASH immediately for good Buick.—R. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3720

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

1948 Cadillac, 5,000 miles, available only with diplomatic privileges.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1914

1937 Cadillac 4-door saloon, excellent condition (seen Chiswick).—Box 5671. [3256

1947 Cadillac Type 61 2-door sports saloon, low mileage, magnificent condition; £2,150.—J. F. Crawley, Western 6015. [3008

SUPERIOR Cadillac V.8 saloon, in excellent running order, has had careful handling and been well maintained, well shod; inspection and trial invited.—Box 5719. [3401

1939 Cadillac V.8 saloon, black, steering column change, r.h. drive, superb specimen; exchanges and terms.—Swanmere Garage, 1176, Christchurch Rd., Bournemouth. Tel. Southbourne 1022. [3670

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

OVERSEAS CARS, Ltd.

1947 Chevrolet Fleetmaster saloon, maroon, left hand drive; £1,050.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3307

CHEVROLET (first reg. 1948—£10 tax) 4-door saloon, L.H.D., heater, 30,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3612

£465.—Chevrolet 30hp Master de luxe 6-seater touring saloon, March, 1939, finished immaculately in latest American shade of metallic maroon with chromed horizontal barred radiator and an abundance of chromed flashings and motifs, giving the car a most brilliant appearance; the engine has been completely overhauled, all components re-serviced as required just 2,500 miles back, the work being carried out by a London firm of Chevrolet specialists; radio and heater are fitted, and the car is equipped with Lucas passlights and other extras; this really attractive Chevrolet, which is in tip-top mechanical order, is offered with a fully comprehensive written guarantee by Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities. Part exchanges. Free delivery. [3966

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

DISTRIBUTORS for London & Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3599

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3620

CHRYSLER

ACLAND & TABOR, Ltd., offer:—

1948 reg. Chrysler saloon, l.h. steering, immaculate; £775.

APPLY North Road Garage, Welwyn 481. [3512

£595.—Chrysler 28hp Royal limousine, January, 1939, full 7-passenger model, finished black and chrome, cellulose in exceptionally clean condition, equipped with special wide occasional seats and winding division, disc wheels with large chrome rimbellishers, Notek foglights, etc., exclusively maintained mechanically by one owner, all servicing carried out under personal supervision of owner himself; all Dunlop tyres, in excellent condition.—Camden Motors, Lake St., Leighton Buzzard, Beds. Te. 2041-2-3. Easy and confidential hire purchase facilities. Part exchanges. [3971

JOE THOMPSON (MOTORS), Ltd., offers:—

LATE model Chrysler special saloon, fluid drive, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

Chrysler Cars Wanted

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998

CHRYSLER cars wanted, 1939 onwards.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [0564

Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 0141. [0016

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

ROUNDABOUT offer:—

1947 Citroen Light 15, recorded mileage 14,000, colour sand; £795.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [3301

H.W. MOTORS, Ltd., the Citroen specialists, offer:—

1946 light 15 de luxe saloon, recellulosed metallic green, beige upholstery, decarbonised, brakes relined, reconditioned drive shafts, new tyres; £685.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [3344

BRAY MOTORS.—£135; 1934 Citroen 14hp 7-seater, face forward occasional saloon, black, brown hide, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3938

1940 20hp 6-cyl Citroen saloon colour silver with red leather, recent overhaul, nearly new tyres, special large head lights, twin spot lamps, twin horn, fram oil filter, etc.; £875.—Below.

1948 15hp Citroen saloon, black, red upholstery, taxed, special polished head and posts, oil coil, defroster, oil gauge, water thermometer, etc.; £915.—Woking Motors (Maybury Hill), Ltd., Woking 1928.

1948 (October) Citroen light 15 saloon with sunshine roof, almost unmarked inside and out, low mileage; accept £925.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3700

725 gns.—Citroen 15, August 1946, de luxe 4-door saloon, mist green, sliding head, rev. heater, small mileage, good tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3989

1946 Citroen saloon, dark green with red waist line, red hide, upholstery and carpets unworn, extras—sunshine roof, interior heater, thermometer, special coil, oilfilter, de-mister; paintwork, plating, six tyres excellent; £666.—Cooper, Grevesham, Leith Park Rd., Gravesend 1964. [3060

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

REQUIRE post-war Citroen urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [3805

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H.W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bay. 4274.

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

Citroen Spares and Service

SOUTH of the Thames.

SALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Trubile.

WIDCOMBE GARAGE Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/50, Elvaston Mews, S. Kensington, S.W.7. Western 6974.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES RIDGE GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr; all spares stocked. [9247

CORD

£10 tax.—4¾-litre supercharged Cord saloon, 100 mph, 13-16 mpg, registered 1947, genuine 17,000 miles, radio, heater, every extra, superb condition; £750.—Write Blair, 40, Charles St., W.1. for appointment. [3767

CROSSLEY

CROSSLEY Twelve sports saloon, very attractive, really roomy coachwork, excellent tyres, many extras including oil coil, piston shock absorbers, discs, real value; £275; written guarantee; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3907

CROSSLEY Regis saloon, 1936, silver, 1½-litre 6-cyl Climax, E.N.V. preselector, rebored, overhauled, tyres, battery, nearly new, taxed December, very smart quality car, private owner; £260.—Ashwood, Bannister's Barn, Markbeech, Edenbridge, Kent. Cowden 2168.

DAIMLER

BROOKLANDS.

1948 Daimler 2½-litre saloon, one private owner, chauffeur driven, immaculate condition.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [3842

CHARLES FOLLETT, Ltd., offer:—

1950 Daimler drop head coupe by Barker, black, radio, heater, 1 owner, 2,400 miles only, as new in every respect; £1,850; B.M.T.A. permission to sell.

18, Berkeley Street, W.1.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [3571

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Daimler 2½ drop head coupe, 15,000 miles, immaculate condition; £1,495.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [9477

ACE SERVICE STATION (LONDON), Ltd., the Citroen distributors, offer:—

1946 (January) Daimler 2½-litre special sports-man fixed head coupe, most attractive motor car in immaculate condition throughout; £1,150.

NORTH CIRCULAR Rd., Stoneacre Park, N.W.10. Elgar 5585 (5 lines). [3475

1934 Daimler 15 coupe; £200 or near offer.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [3474

1938 25hp Daimler Straight 8 saloon, 20,000 miles only; £650.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [7417

1938 model 32 Straight 8, F chassis 15,000 miles, 6 wheels, Ace discs, guaranteed; £565.—J. R. Tanebourne, 30, Wilton Row S.W.1. Sloane 4665.

MAY (1950) 2½-litre Daimler drop head coupe, blue/blue, 2,200 miles, faxed year, B.M.T.A. consent; £1,675.—The Barnstaple Motor Co., Barnstaple 2264.

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405.

STRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404). [3485

FOR sale, 24hp Daimler, 1937, in splendid condition, just had it thoroughly overhauled and new battery installed, mileage 25,000, chauffeur-driven.—Day, Devon House, 136, Three Elms Rd., Hereford. [2440

1949 modification 36hp Daimler, 8,000 miles, Hooper razor-edged saloon, electric division, black, blue leather, radio and every luxury, magnificent motor car.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [1780

£695.—Daimler Straight 8 1935 black limousine, forward occasionals, new tyres, really exceptional condition. — Titmuss (formerly with the Daimler Co., Ltd.), Daimler and Lanchester repairs specialist, 81, Clapham Rd., London, S.W.9. Rel. 1647.

165 gns.—Daimler 15, Oct. 1954, de luxe 4-door saloon, black, sliding head, brown leather preselector, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3990

LIMOUSINE 1938/E, Double Enclosed, widest forward occasionals-black-showroom condition, (certified mechanically) reasonable cost. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [3496

Daimler Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3721

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [3604

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3 Kensington 7301. [0236

GENUINE Daimler and Lanchester spare parts available from the Daimler distributors.—Stratstone, Ltd., 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464) [3487

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

DARRACQ

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3593

DARRACQ late series Lago Special 100 m.p.h. 4-litre, 3-carburettor, 2-door sports saloon by Abbott, latest type hydraulic brakes, completely reconditioned at cost approx. £2,000; £1,500, exchanges.

CONTINENTAL CARS Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122-3. [9691

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain etc.

HEAD office, 82, Park St., W.1.

[6493

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mai. 0267. [1099

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical, and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501

DELAHAYE

1949 Delahaye foursome drop head coupe, 9,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3613

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1

[2407

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

D.K.W Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192

FIAT

FIAT 1939 500 coupe, a car that must be seen to be appreciated.—Bartlett, 27a, Pembridge Villas, W.11. [3703

FIAT 1939 7hp light green de luxe 4-seater, excellent condition, good battery, tyres, headlamps resilvered, fully licensed; £320.—Apply Box 5667. [3227

295 gns.—Fiat 500, July 1939, convertible 4-seater saloon, black, red leather, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Fiat 500, 1938 convertible coupe, maroon, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3991

1937 Fiat 500, silver and red upholstery, recent complete engine overhaul; £240.—L. F. Dove, Limited, Mid-Surrey Car Centre, Guildford Road, Woking 1282. [3336

£185 or by instalments.—Fiat 500 cabriolet, fitted with Ford 8hp engine; three months' written guarantee; £185.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [3899

£65 deposit or £198 cash, 1937 Fiat 500 convertible coupe; this vehicle was recently reconditioned and is in nice condition throughout.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6.

MAYFAIR GARAGES, Ltd.—1936 10hp Balilla sports 2-seater, red, red leather, all new tyres, knock-on wheels, outstanding road performance, exceptionally smart car in well preserved condition, 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd., have a comprehensive selection of Fiat 500 Topolinos in various colour schemes; also full 4-seater saloons and an exceptionally smart 4-cwt light van with new coachwork designed and manufactured by ourselves.—Below.

MAYFAIR GARAGES, Ltd., aim to offer a selection at prices carefully graded to condition and year, all with 3 months' guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Price list and illustrated specification on request.—Below.

MAYFAIR GARAGES, Ltd.—Fiat sales and service.—Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [3574

TANKARD & SMITH, Limited, offer 1938 Fiat 500 d/h cabriolet in blue with blue leather, specially fitted with rear bench seat for two children, whole car looks and runs like new, radio, £325; three months' written guarantee, also 200 guaranteed used cars of all makes.—198, Kings Road, S.W.3. Tel. Flaxman 4801-2-3. [3309

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3730

1939 Fiat 1100 saloon wanted urgently by private owner, engine condition not important but the rest must be first class.—Box 5692. [3275

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—C. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644 [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

FIAT (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 1818. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [7383

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Anglia saloon, mileage 13,000, beige and red rexine upholstery; £575.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. 4444. [2837

NEWNHAMS, Ltd.

1949 Ford Anglia saloon, black, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6 Riverside 4646. [2754

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

G. P. (BALHAM), Ltd., offer:—

245 gns.—1938 Ford 8 saloon, paintwork dull, good mechanical order, any trial, genuine bargain, choice of three.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117. [8978

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 8 saloon, black with red upholstery, 9,000 miles; £575.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [4023

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Anglia, black, 7,000 miles.

1949 Ford Anglia, black; 9,000 miles.

1948 Ford Anglia, black, 10,000 miles.

56 Park Lane, W.1 Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [3433

1948 Ford Anglia, one owner, carefully used; £475.—Campbell, Symonds, Wembley 6262.

1946 Ford 8 saloon de luxe; £415.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [3924

1946 (November) Ford Anglia, very nice condition, new engine, good tyres, taxed year; £465.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [2936

1939 Ford 8, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [1298

ANGLIA 1949 beige saloon, 11,000 miles, perfect; £525. Parsons, 33, Girdwood Rd., London, S.W.18. Tel. Putney 6452. [3232

1946 Ford Anglia, very sound; £425.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [2618

1938 (March) Ford 8 saloon, black, makers recon. engine, low mileage, no corrosion on body, really excellent; £285.—Below.

1940 Ford 8 Anglia saloon, low mileage, magnificent condition; £357/10.—Below.

1946 Ford Anglia saloon, recon. engine, mileage 29,000 magnificent throughout; £395.—34c, King St., Hammersmith. Riv. 2837/8. [3639

1938 Ford 8 saloon, black, in very good running order throughout; also 1936 Ford 8 being reconditioned throughout, £325.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Crickle-wood Broadway, N.W.2. Gla. 2234. [3140

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

1946 Model Ford Anglia, 29,000 miles, new engine, excellent condition; £445.—G. & R. Garages, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4583. [3976

£440.—1946 Ford Anglia, black, new engine, excellent condition throughout.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W. 4. Tel. Chiswick 0558. [3642

1939 Ford 8 saloon very good mechanical condition, cheap for quick sale; £199.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [3820

1946 Ford 8hp Anglia, 28,000 miles, level exchange or near, for 5- or 10-cwt van, similar age and mileage.—Abell & Smith's Electrical Co., Angel Place, Worcester. [3119

1949 Ford Anglia, black, green plastic upholstery, 7,000 miles only, immaculate; £575.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5-6. [2741

1937 Ford 8 Popular saloon, clean green and black cellulose with leather interior, good economical performance; £198 cash or £65 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [2983

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

WANTED, 1938/9/40 Ford 8hp, very urgent; cash waiting.—135, High St. South, East Ham, E.6. Grangewood 2530. [3035

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [3668

1937-1948 Ford 8 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [2124

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Prefect saloon, beige, leather upholstery; £715.

1949 Ford Prefect saloon, 8,000 miles genuine, colour beige, brown leather upholstery, twin horns, wing rear lights; £695.

1948 Ford Prefect saloon, mileage 9,000, black, red leather upholstery; £650.

1948 Ford Prefect saloon, black, cloth upholstery, mileage 10,000; £645.

1948 Ford Prefect saloon, black, cloth upholstery; £635.

1947 Ford Prefect saloon, black, green leather, Notek lamp; £565.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2838

NEWNHAMS, Ltd.

1948 Ford Prefect saloon, black with brown leather, carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1583

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

H. A. SAUNDERS, Ltd., offer:—

1949 Ford Prefect saloon, green with brown leather upholstery, 3,000 miles; £745.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [4024

PHILIP RICKARDS, Ltd., offer:—

1949 Ford Prefect, black/brown leather, 3,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3710

S. G. SMITH MOTORS, Ltd., offer:—

FORD Prefect, 1949, colour black, brown leather, fitted radio, 6,000 miles, unmarked; £725; 50 other used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3186

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Prefect, green, brown hide, 9,000 miles.

1949 Ford Prefect, black, cloth, 5,000 miles.

56 Park Lane, W.1 Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [3434

1948 Ford Prefect, black, cloth upholstery, 13,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1278

1949 (July 30th) Ford 10 Prefect saloon, mileage 300 only, colour fawn, brown leather, taxed year; £740.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [3356

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7592

1947 (late) Ford Prefect, 11,000 miles, only one owner, perfect condition; offers over £545.—Pegge, Manor Farm, Coton, Cambridge. [3770

1949 Ford 10 Prefect saloon, Newtype, 4,000 miles, quite like new.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [3386

1938 Ford 10 saloon, blue, in very good condition throughout; bargain. £300.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3810

1949 Ford Prefect saloon (new type), leather upholstery, 12,000 miles, very excellent condition throughout; also 1948 Ford Prefect saloon, cloth upholstery, reconditioned engine; and 1939 Ford Prefect saloon, 4-door, cloth upholstery, very good condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3973

NAYLOR & ROOT, Ltd.—1949 Ford Prefect saloon, black, red upholstery, 7,000 miles, equal to new throughout; £725; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each weekday including Saturday. [3543

Ford Ten Cars Wanted

I REQUIRE post-war Ford 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2776

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

1949 Ford Prefect saloon 10hp required.—Turnbull, 1, Ross House, Station Hill, Winchester. [3392

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Pilot saloon, black, brown hide upholstery, complete radio and heater, excellent motor car: £950.

1948 Ford Pilot saloon, colour cream and black; £950.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [1904

BROOKLANDS.

1948 Ford Pilot saloon, blue with blue leather, fitted heater, speedometer reading 9,000 miles.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [5840

TOM GARNER, Ltd., offer:—

1948 Ford V.8 Pilot saloon, green with brown leather, radio, heater, 16,000 miles.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6. [3312

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 32hp American l.h.d. saloon, black, cloth, 12,000 miles.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [3436

DAGENHAM MOTORS, Ltd., Ford main dealers.

1948 Ford Pilot, black, brown hide, 6,000 miles.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [3435

1939 22hp new engine, leather, radio; £285.—Pad. 4346 (evenings). [3095

1948 Ford Pilot, immaculate; £895; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [2320

1948 (Nov.) Ford Pilot saloon, black, brown hide, radio, heater, 12,000 miles, extremely well kept by one owner; £925.

1949 (April) Ford Pilot saloon, green, brown hide, radio, 10,000 miles, unmarked condition; £965; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [3580

325 gns.—Ford V.8, 1939, 22hp, 4-door saloon, coronation blue, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Ford V.8, June 1936, 30hp saloon, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3993

1949 Pilot, black/brown leather, 8,000 miles, one owner; £965.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Spe. 0011. [3699

1949 Ford Pilot saloon, 3,000 miles, radio and heater.—British & Colonial Motors, Ltd., 7, Upper St. Martin's Lane, W.C.2. Tem. 3598. [3607

FORD Pilot, Sept. '49, black, radio, heater, one owner, 6,000 miles only; £975.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [2744

1947 Right-hand drive Ford V.8 saloon, 7,000 miles; £1,275.—Clayton's Cars (London), Ltd., 357, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines).

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, black-brown leather, heater, radio, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3522

1948 (Oct.) Ford Pilot saloon de luxe, leather, radio, heater, magnificent condition throughout; £945.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1781

Ford V.8 Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd., urgently require all model Ford V.8s.—Wembley 3903. [9143

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hamostead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.11. Bay. 4274. [3585

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

COWLEY MOTORS require a post-war Mercury convertible coupe or saloon; phone or write—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Valentine 1066. [8539

WANTED, V.8 drop head, foursome preferred, suitable rebuilding, mechanically rough or incomplete vehicle ideal, though good one considered if reasonable; view any distance.—75, St. Chad's Rd., Derby. Beckett-well 49894. [3126

UTILITY—FORD OR OTHER BODIES

1947 Ford 8 utility, exceptionally smart; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [2974

FORD V.8 heavy utility; £310.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1066

495 gns.—Fordson, May 1949, 10-cwt van, plain buff, unlettered, extra seat, small mileage, very carefully used, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3992

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

BROWNS for Ford.

1939 Ford Prefect 10hp saloon de luxe 4-door, one owner, immaculate condition; £425.

1939 Ford Prefect 10hp drop head foursome coupe, immaculate condition; £410.

1938 Ford 8hp saloon, excellent condition; £305.

1936 Ford 10hp saloon de luxe, completely reupholstered in leather, excellent condition; £250.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3437

GODFREY DAVIS, Ltd.

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0623

CASH immediately for good Ford.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3722

R. S. CURRIE & Co., Ltd.—Low mileage Ford cars wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0065. [4452

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0038

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; ignition and door lock keys despatched by return.

219-221, Balham High Rd., S.W.17. Tel. Balham 4401; also at

FORD Rd. Folkestone 51222. [0406

FINSBURY and Islington.

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines) [0314

FOR Ford mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0383

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0093

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

YOUR Ford car will be much improved in comfort and safety after fitting stabilisers to the front and rear springs; all models.—Cranburst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570 [0281

FRAZER NASH

FRAZER NASH 1½-litre T.T. Replica 1935, with Nash single overhead camshaft engine, two-seater body, and chassis first-class and just checked by makers; £400.—Detailed specification, history, performance figures, Northwood (Middlesex) 695. [3205

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

A.F.N., Ltd. offer:—

1935 type 45 4-seater d.h.c., green, engine just overhauled, fitted liners; £325.

FRAZER NASH CARS, Falcon Works, London Rd., Isleworth. Hounslow 0011. [3341

1939 Frazer Nash-B.M.W. type 326 4-seater cabriolet, one previous owner, low mileage, new tyres, passed last month by Frazer Nash works as being 100% mechanically sound; £750, no offers; any trial.—101, Burbage Rd., Herne Hill, S.E.24. Brixton 3815. [3359

395 gns.—Frazer Nash-B.M.W., 1936, 2-litre type 55 super sports 2-seater, black and silver, tuned engine, Martlett pistons and valves, special large sump, vertical Bosch magneto, Andre shock absorbers, good tyres, carefully used, exceptional condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3994

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham.

HANSA

HANSA 1938 15.7hp 6-cyl cabriolet, independent suspension, right-hand drive, one owner, 52,000 miles, 100% mechanical condition (complete overhaul), spares obtainable makers; £210 or nearest.—Spring's Garage, Leinster Mews, Lancaster Gate, W.2. Paddington 7876.

HEALEY

BROOKLANDS.

HEALEY distributors for London.

DELIVERY from stock of new Silverstone 2-seater, special drop head 4-seater coupe by Abbott of Farnham, also 2-door 4-seater sports saloon by Tickford: all particulars available on request.

1950 Healey Silverstone sports 2-seater, mileage under 1,000 miles, many extras; B.M.T.A. permission to sell.

1949 Healey Sportsmobile, red with green leather, speedometer reading 7,000 miles.

1948 Healey sports saloon, black, leather upholstery, fitted radio, exceptional condition throughout, choice of two.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [3838

2.4-litre foursome coupe by Duncan, green with beige leather, first registered January, 1949; £1,495.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [3519

1949 Healey roadster, 2/4-str. body, current modifications, outstanding appearance and performance, virtually new; £1,225.—Wadsworth, Moseley House, Burnley 3534. [2604

ROSE & YOUNG, Ltd., offer 1948 Healey 2-seater, B type, powder blue, exceptional condition; £975.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1039

895 gns.—Healey, Feb. 1947, 2½-litre 2-door sports saloon, black, fawn upholstery, carefully used, exceptional condition, cost £1,917; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

AN opportunity for anyone who can afford the ideal car for fast, comfortable, Continental touring; open 4-seater, originally owned and driven by Donald Healey and works maintained, high axle ratio and maximum speed of 110 mph enable it to cruise effortlessly at 80-90 all day, perfect; £1,050.—Bayswater 4735.

Healey Cars Wanted

BARTLETT.—Healey saloon, tourer or Silverstone models wanted.—Bartlett, 27a, Pembridge Villas, W.11. [2925

HILLMAN 10

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Hillman Minx Mark II, colour blue, brown upholstery, mileage 15,000, immaculate throughout; £760.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9173

CAR MART, Ltd.

HILLMAN Minx (1948) coupe, 4,000 miles; £835.

HILLMAN Minx (1947) saloon, 7,000 miles; £750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3414

BROWN'S for Hillmans.

1947 Hillman Minx 10hp saloon de luxe, low mileage, immaculate condition, £630.

1947 Hillman Minx 10hp drop head foursome coupe, low mileage, immaculate condition; £625.—Brown's Garage, Loughton (Essex) 4119 (Tube).

H. A. SAUNDERS, Ltd., offer:—

1947 Hillman Minx saloon, grey with red cloth upholstery; 14,000 miles; £695.

1947 Hillman Minx convertible coupe, grey with red leather upholstery, 16,000 miles; £695.

1949 Hillman Minx saloon, green with brown leather upholstery, 5,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [4025

G. P. (BALHAM), Ltd., offer:—

295 gns.—1938 Hillman Minx de luxe 4-door saloon, good engine, excellent condition; a bargain.

215 gns.—1937 Hillman Minx 4-door saloon; any trial; a bargain.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117.

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, fawn, red leather, 8,000 miles; £895.

1948 Hillman Minx 10hp saloon, black, fawn cloth, 10,000 miles; £775.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761. [3649

MANN EGERTON & Co., Ltd., offer:—

1949 Hillman Minx Ph. III saloon, grey, red leather trim, 5,000 miles, immaculate condition; £875.

14, Berkeley St., London, W.1. Regent 2073. [3535

KENTISH & THOMSON, Ltd., offer:—

1948 Hillman Minx Phase II drop head coupe, one owner, mileage 13,000, grey, blue interior, excellent condition.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [3820

CHARLES RICKARDS, Ltd., the house of standing and repute.

1946 (May) Hillman Minx saloon, black, one owner, in excellent condition.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3322

CHARLES RICKARDS, Ltd., the house of standing and repute.

1949 (May) Hillman Minx, magnificent, black, one owner, faultless condition, under 5,000 miles, taxed for the year; £850.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3320

1948 (January) Hillman Minx saloon, Phase II, low mileage; £695.

MIDLAND MOTOR Co. (BEDFORD), Ltd., 92, Midland Rd., Bedford. Tel. 4144. [1626

GATEHOUSE offer 1947 (October) Hillman 10hp saloon, one owner, 11,000 miles; £725.

GATEHOUSE MOTORS, Ltd., Highgate Village, London N.6. Mountview 4444. [9159

£585.—1947 Hillman Minx saloon, black, taxed, nice condition.—Bury St. Edmunds 533.

1947 Hillman Minx 10hp saloon de luxe excellent condition throughout, choice of 2; £595.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3901

1949 Hillman Phase III saloon, 11,000 miles, fitted radio; £835.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3747

1938 Hillman Minx saloon, new carpets and interior trimming; £310.—Cattermoles, 79, Pentonville Rd., N.1.

SEPTEMBER, 1948 Hillman Minx saloon, 12,000 miles, one owner; £725.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [3486

1949 Hillman Minx saloon, H.M.V. radio, exceptional condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [3555

1939 Hillman Minx drop head coupe, excellent mechanically, needs respray; £275.—77, Hampden Rd., Hitchin. Tel. 1562. [3675

1947 Hillman Minx drop head saloon, condition throughout as new; £750 or near.—Write or tel. Office, Farningham, Kent. 3267.

CASS'S MOTOR MART.—1939 Hillman Minx de luxe saloon, 27,000 miles, one owner, written guarantee. —5, Warren St., W.1. Euston 4110. [8175

1939 Hillman Minx saloon, red, splendid all round condition.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [3750

1936 Hillman 10 saloon, black, in excellent condition throughout; bargain; £250.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3019

1946 Hillman Minx saloon, low mileage, in very good condition throughout; also 1938 model Hillman Minx saloon, in very good running order, £345.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3142

1949 (May) Phase III Hillman Minx saloon, loose covers, heater, 10,000 miles; £850.—Wadcol Motors, 150, West End Lane, N.W.6. Hampstead 1177.

1949 Phase III Minx saloon, green, 5,000 miles, faultless condition; £875.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011.

WALTER SCOTT, Ltd.—1949 (June) Hillman Minx saloon, grey, 8,000 miles, as new; £845.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [3442

1949 Hillman Minx saloon, pastel green, leather upholstery, very carefully looked after, perfect condition; £860.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [3629

HILLMAN Minx 1937 (March) drop head coupe, grey with blue leather, reconditioned engine, relined brakes, taxed year; £295.—Timms Motors, Colinette Rd., S.W.15. Tel. Putney 8667. [3586

R. S. MEAD offers: Hillman 1949 Minx saloon, grey, brown leather, mileage 800, taxed year, £895; another, 11,000 miles, £795.—R. S. Mead, 42, Queen St., Maidenhead. Tel. 2642. [3682

1948 Hillman Minx drop head coupe, l.h.d., Radiomobile, twin spotlamps, defroster, 13,000, taxed December; best offer early August.—20, Carshalton Place Terrace, Carshalton, Surrey. [3219

1948 (Sept.) Hillman Minx drop head coupe, grey, blue leather, one owner, guaranteed mileage 14,000; £750.—Robert Chidley, Ltd., 658, High Rd., Tottenham, N.17. Tottenham 2920-3343. [3662

1949 (July) Hillman Minx, 6,000 miles only, chauffeur maintained; £875.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5-6. [3445

1947 (July) Hillman 10 saloon, grey with cloth and leather trim, 9,800 miles, carefully maintained throughout, showroom condition; £675.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051.

795 gns.—Hillman Minx, April 1949, 10hp Phase III 4-door saloon, black, steering column gear-change, one careful owner, small mileage, unworn tyres, practically new condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Hillman Minx, April 1947, 10hp foursome drop head coupe, dove grey, fawn leather, small mileage, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3996

£335.—Hillman 10 1938 4-dr. sln., sliding roof, leather interior, good tyres, excellent mechanically, choice of three; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5068-9. Open Mon. to Sat., 9-6 (50 yds Holland Park Tube). [3271

£615.—Hillman 10hp Minx saloon, June, 1947, one lady owner since new, very small mileage, tip-top condition; 3 months' written guarantee.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3; easy and confidential hire purchase facilities; part exchanges; free delivery. [3954

HILLMAN 14

1938 Hillman 14 black saloon, in beautiful condition, guaranteed.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954.

1938 14hp black sunshine saloon, immaculate condition throughout; nearest £325.—93, Monarch Parade (opp. Baths), London Rd., Mitcham.

£399.—Hillman Fourteen saloon, 1938, really attractive full five-seater, leather upholstery; bargain; written guarantee; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. nowes Park 4144. [3908

HILLMAN 20

1937 Hillman 20hp limousine, one private owner, low mileage, in very good condition; £575. —Herbert Robinson, Ltd., Cambridge. Tel. 4461. [3628

HILLMAN

£245.—Genuine bargain, 7-passenger Hillman Long Chassis 21hp enclosed limousine, 1935, finished in clean black cellulose and fitted face forward occasional seats, division and full equipment, engine quiet and the whole car in sound mechanical order; unrepeatable at the price.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3; easy and confidential hire purchase facilities; part exchanges; free delivery. [3955

LIMOUSINE 1938, partition, widest forward occasionals, exceptionally roomy, wonderful chassis, reasonable cost. Seen.—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [3497

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

I REQUIRE post-war Hillman urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2777

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [3725

CHARLES RICKARDS, Limited, wish to purchase good pre-war Hillman cars.—56, Bayswater Road, W.2. Paddington 1820. [3327

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newall St., Birmingham, and Lower Temple St., Birmingham, 2. [0069

RAYMOND WAY the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3126

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3667. [0037

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91 New King's Rd., Fulham, S.W.6. Renown 1183. [0676

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0364

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge S.E.13. Lee Green 0254. [0720

ENGINES, gear boxes, diffs., reconditioned exchange units, 1934-48, trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0344

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3594

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009

795 gns.—H.R.G. (March, 1947) 1½-litre Aerodynamic super sports 2-seater, maroon, large instruments, nylon plaid seat covers, unworn tyres, small mileage, carefully used, exceptional condition; cost £1,250; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4012

1949 H.R.G.—Miss Haig's 1½-litre car is offered for sale, owner not competing sports car events this season; special car of most outstanding appearance, barely run in, having completed 8,000 miles only, metallic grey finish, trimmed red leather throughout (no rexine), absolutely like new, special closefit wings, seats and sloping windscreen, lighter than standard, with same body dimensions, 7 wheels and tyres, close ratio gears, many special fittings; £950.—Twitten Orchard, Nutbourne Common, Pulborough, Sussex.

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

DICKS CAR SALES offer:—

1940 Hudson 17hp saloon special de luxe model, leather upholstery; £525.

DICKS CAR SALES, Ltd., 399-401 High Rd., Kilburn, Maida Vale 6888-9 [2833

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken 4858.

HUDSON 8 1940 Country Club saloon, excellent condition; £550.—Vic. 8285. [3632

GATEHOUSE offer 1938 Hudson 22hp saloon, one owner, mechanically sound, £395.

GATEHOUSE MOTORS Ltd., Highgate Village, London, N.6. Mountview 4444. [1416

1935 Hudson 29hp drop head coupe, new tyres, fitted radio, most attractive lines; £200.—Perce Rye, 495, Fulham Rd., Fulham, S.W.6. [2411

CASS'S MOTOR MART.—1938 Hudson 8 saloon 5-passenger, black, hide upholstery; 1938 (registered 1939) Hudson 22hp Special Sports saloon, superb cond., written guarantee.—5, Warren St., W.1. Eus. 3523. [8176

£185.—Hudson Terraplane drop head coupe, 22hp, registered 1935, attractively finished cream, chassis and engine 100%, perfect bodywork and hood excellent, extras include twin spot lamps and twin wind horns.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [3477

Hudson Cars Wanted

CASH immediately for good Hudson.—H. P. Edwards, 28, Upper High St., Epsom 9400. [3731

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

BROOKLANDS.

1948 Humber Super Snipe, fitted radio, excellent condition, choice of two.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [3852

CAR MART, Ltd.

HUMBER (1949) Super Snipe saloon, 17,000 miles; £1,395.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3415

WIMBUSH for Hawks:—

1949 Humber Hawk saloon, black, 6,500 miles, loose covers and heater; £1,350.

R. G. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [1076

TOM GARNER, Ltd., offer:—

1949 Humber Hawk Mark III saloon, black, with fawn upholstery, 5,000 miles.

1948 Humber Pullman sedanca de ville, by H. J. Mulliner, black, with brown leather to front, west of England cloth to rear, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3313

HANFIELD LAWRENCE offer:—

1946 Humber Super Snipe, black, brown leather upholstery, immaculate condition; £895.—407, High Rd., N.12. Finchley 0091 [3818

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Hawk 14hp saloon, black, buff leather, 6,000 miles; £1,425.

1949 Humber Pullman 27hp limousine, black, leather and cloth, 3,000 miles; £1,775.

1949 Humber Super Snipe, 27hp saloon, black, brown leather, 1,000 miles; £1,625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3648

S. G. SMITH MOTORS, Ltd., offer:—

1949 Humber Hawk, 9,500 miles, radio and heater, colour grey; £1,325; 50 other used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3188

McKINNON MOTORS, Ltd., offer:—

1949 June Humber Hawk Mark 3 saloon, black, brown leather/cloth, one owner, 7,000 miles, taxed Dec.; £1,340; trade enquiries welcomed.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [3239

KENTISH & THOMSON, Ltd., offer:—

1947 Humber Super Snipe, black, grey interior, brand new tyres just fitted, radio, heater, demisters, etc.; £850.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [3821

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Humber Pullman limousine, 10,000 miles, immaculate condition; £1,695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3738

HUMBER 21hp 1938, entirely reconditioned, any test, not run in; £465.—Willesden 2240. [3104

HUMBER 16, chassis only, suit van utility; £55.—Taylor, 37, Elvaston Place, S.W.7. Western 0469.

6002 miles.—1949 (July) Humber Hawk saloon, black, brown leather.—Ernest Sutton, Cleeve Hill (6105) 95. [3755

1948 Humber Snipe 18hp, 4,000 miles, black; £1,185. —L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8141

1948 (Nov.) Humber Hawk saloon, pastel green, chauffeur driven 7,000 miles; £1,200.—Pawson & Collins. Tel. Ken. 6282-3. [3262

1949 Humber Hawk Mk. III saloon, 5,500 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3614

1949 Humber Super Snipe saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3615

1948 Humber Hawk sal., grey, 8,000 miles, radio, exc. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3339. [3333

HUMBER Super Snipe, Apr., 1949, under 10,000 miles, specially maintained, radio; £1,100.—Grimes, 21, Carters Lane, B'ham, 32. Tel. Woodgate 2127. [3371

1948 Humber Hawk, nominal mileage radio, excellent condition throughout; £1,095.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [8280

5000 miles, Sept. 1949 Humber Hawk, grey, with heaters, as new; £1,075.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493.

5000 miles.—Humber Super Snipe saloon, metallic grey with grey leather, heater.—Wadcol Motors, 150, West End Lane, N.W.6. Hampstead 1177.

1949 Humber Hawk saloon, 9,000 miles, radio, heater, Rimbellishers, loose covers, as new; £1,350.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [3440

1949 Humber Super Snipe sal., 10,000 miles, grey, grey leather, radio, as new, taxed year.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3334

1948 Humber Pullman 7-passenger limousine, 17,000 miles, one private owner.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [6919

HUMBER Hawk 1948 (first reg. Nov.), under 13,000 miles, colour jewelescent grey, indistinguishable from new.—Will Short, Ltd., 2-4, St. Cross Rd., Winchester. (Tel. 2398.) [3246

GORDON CARS (LONDON), Ltd.—1949 Humber Pullman limousine, black-leather front and fawn cloth rear, 1,900 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3523

1949 Humber Pullman limousine, seven-seater, black, new and unmarked condition; terms and exchanges.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [3671

£845.—1947 Humber Super Snipe 27hp saloon, black, low mileage, in really nice condition throughout; any trial or qualified inspection.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534. [3754

HUMBER pullman, 7-passenger limousine with division, face-forwards, almost spotless inside and out, registered January, 1946, open to any exam'nation; accept £925.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3701

165 gns.—Humber pullman, 1932, 24hp, 7-passenger double-enclosed limousine, black, blue leather, winding partition, face-forward occasionals, carefully used, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3997

£1295.—7-passenger limousine, April, 1948, previously privately owned; exceptionally immaculate condition throughout, negligible mileage, equipped with face forward seats and division.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3; easy and confidential hire purchase facilities; part exchanges; free delivery. [3957

ALPE & SAUNDERS require 7-seaters—(100 Limousines displayed lists posted) Below

7-PASSENGER 1939 Saloon, forward occasionals, leather, black, exceptional throughout £375. Below

LIMOUSINE 1939 Double Enclosed 7-seater, leather, black, delightful condition, opportunity £565.

1947 (£10 Tax not WD) Pullman partitioned Limousine, widest occasionals, black, excellent condition, unrepeatable value £1095. Below

1949 Pullman latest partitioned 7-seater Limousine, black heater etc. genuine 4,000 miles, reasonable cost. Seen:—Providence Court, Grosvenor Square. 2941-Mayfair [3498

Humber Cars Wanted

ROOTES Ltd

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [3605

1948 low-mileage Humber Hawk saloon (black) in first-class condition.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3352

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advert under parts and accessories. [8268

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey.

INVICTA

A.F.N., Ltd., offer a number of new Black Price Invicta chassis., partially completed, for the enthusiast wishing to complete.—Falcon Works, London Rd., Isleworth. Hounslow 0011. [3343

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ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House Piccadilly, W.1. (Grosvenor 2287)

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FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0027

CAR MART, Ltd.

JAGUAR 1949 3½-litre saloon, 5,000 miles; £1,775.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3416

BROWN'S for Jaguars.

1938 Jaguar 3½-litre saloon de luxe, excellent condition throughout; £495.—Brown's Garage, Loughton (Essex) 4119 (Tube). [1282

ELITE MOTORS offer:—

1939 Jaguar 1½-litre sports saloon, gunmetal body with red interior, recent engine overhaul, the whole car is in immaculate condition throughout; £525; choice of two other 1938 models, £475 and £495.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (four lines). [3812

DICKS CAR SALES offer:—

1939 Jaguar 1½-litre sports saloon, definitely unmarked; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [1026

TOM GARNER, Ltd., offer:—

1949 Jaguar 3½-litre Mark V saloon, black with brown hide, 3,500 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3514

H. A. SAUNDERS, Ltd., offer:—

1949 Jaguar 1½-litre special equipment saloon, black with brown upholstery, 8,000 miles; £1,225.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [4026

HAROLD RADFORD & Co., Ltd.

1947 (Feb.) Jaguar 3½-litre saloon, finished in black with brown leather upholstery, one owner, four new tyres and spare unused, heater and demister, 19,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

SAUL & SLATTER, Ltd., offer:—

1946 1½-litre Jaguar special equipment saloon, black with brown leather upholstery, radio, 22,000 miles, in excellent condition; £825.

44/46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205/7173. [3625

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Jaguar 1½-litre special equipment saloon, nominal mileage, superb condition; £925.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

1946 3½-litre Jaguar, immaculate condition; £895.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [3159

1949 Jaguar Mark V 3½ saloon (one black, one grey).

1949 Jaguar 1½ saloon, stone, H.M.V., superb.

EXCHANGES and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1082. [3668

JAGUAR 3½-litre 1948, low mileage, black, radio and heater; £1,085.—Limbridge 2004.

JAGUAR 3½-litre 1947, low mileage, black; £995.—Elmoridge 2050. [3558

GORDON CARS (LONDON), Ltd.—1949 Jaguar Mark V 3½-litre saloon, grey, 3,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 1½-litre saloon, black-brown, new condition.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, black-grey, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3524

GATEHOUSE offer 1946 (November) Jaguar 3½-litre sports saloon, black, radio, superb condition; £950.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [9156

1938 3½-litre S.S. Jaguar, completely reconditioned engine (10 miles), recelluloised, exceptional condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [3458

1947 1½-litre Jaguar special series saloon, one owner, as new; £895.—Broadway Motors, 67, High St., Hounslow. Tel. 0175 [1866

CASS'S MOTOR MART.—1947 Jaguar 3½-litre special equipment saloon, excellent, written guarantee.—5, Warren St., W.1. Euston 4110 [8177

JAGUAR S.S.100 1939 3½-litre competition car, makers' special head camshaft and overhaul, mechanically like new; £625.—Box 5741. [3873

1948 (late) Jaguar 3½-litre saloon, unblemished condition, H.M.V. radio.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [3554

1947 1½-litre Jaguar special saloon, 15,000 miles, black.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [1905

S.S. Jaguar 100 3½-litre Oct., 1939, 1949 modified engine, 9,000 miles, as new; £650, no offers.—Write "Casa-Mia," Monks Ave., West Molesey, Surrey. [2501

1949 (July) Mark V 3½ Jaguar, grey, red hide, 6,000 miles, new; £1,675.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1938-9, clean coachwork, finished metallic silver, grey leather upholstery, very sound mechanically; opportunity at £395

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, black with maroon leather and mohair hood to match upholstery, outstanding performance, several extras, Notek passlights, trumpet horns and Ace discs, etc.; £465.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939 (March), one owner, engine just completely reserviced by same main Jaguar agents, who have maintained car since new, attractively finished in suede green with green leather; £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939-40, an immaculate car, practically indistinguishable from post-war model, one owner only since new, understood to have been stored war years, moderate mileage; £565.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, similar model to above, just as immaculate and fitted with works reconditioned engine, approx. 4,000 miles back, a magnificent car mechanically, fitted radio; £575.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp special equipment saloon, 1946-7, in condition practically equal to new, beautifully finished metallic grey with red leather and equipped with air conditioning demisting system and special Lucas equipment; a very small amount of mileage has been run by one very fastidious owner; £865.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1947, another one-owner, very low mileage model in immaculate condition throughout, finished in black with red leather, many extra features; £915.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1936-7, a splendid example for the year, finished in original black cellulose with brown leather, an exceptionally good motor mechanically, tyres all renewed April this year; £295.

CAMDEN MOTORS.—Jaguar 2½-litre foursome d.h. coupe, 1938 (May), handsome and impressive vehicle with very clean black cellulose and fawn leather upholstery, in splendid order, tyres in excellent condition, genuine value for money at £395.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939, finished metallic bronze, one owner since 1940, serviced and maintained by county Jaguar distributors since new; £495.

CAMDEN MOTORS.—Jaguar 2½-litre saloon, 1946-7, immaculately finished in black with red leather, nominal mileage only (taxed half rate for past two years), fitted radio, air conditioning and usual items of special equipment £795.

CAMDEN MOTORS, Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Write for our 16-page post-free catalogue and details of our free delivery service, refund of additional petrol tax for 2,000 miles of motoring, refund of purchasers' fares, etc. Easy and confidential hire purchase facilities. Part exchanges. Showrooms open 9 a.m. to 8 p.m. six days a week. [3964

4000 miles, 1949 Jaguar 3½-litre Mark V, grey, red leather, new condition throughout.—Hapco, Ltd., 16, Albemarle St., W.1. Regent 2952-4.

1947 Jaguar 1½-litre, metallic grey, any examination; £895.—Seymour & Clements, Ltd., 3d, Watford Way, Hendon Central, N.W.4. Hendon 2146. [3742

1947 Jaguar 1½-litre saloon, black, brown leather upholstery, discs, low mileage; £895.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [3588

1947 Jaguar 3½ saloon, radio, discs, several extras, magnificent car, black, silver leather, taxed, tyres as new; £950.—Imperial Motor Mart, Cheltenham 2065. [3740

1946 Jaguar 3½-litre saloon, gunmetal, red leather, one owner, nominal mileage, excellent condition throughout; £925.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [8278

1949 1½-litre saloon, grey/grey hide upholstery, 5,000 miles, one owner, faultless condition; £1,275.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3691

JAGUAR 3½-litre sports saloon, black, fawn upholstery, first registered Oct., 1947, one owner, excellent order throughout; £965; H.P. exchanges.—John Jordan, Sandy, Beds. Tel. 64. [3257

750 gns.—Jaguar, Oct., 1946, 1½-litre 4-door saloon, black, sliding head, brown leather, Ace discs, one careful owner, exceptional condition; terms; exchanges.—Rowland Smith, below.

425 gns.—Jaguar, July 1939, 3½-litre 4-door saloon, black, sliding head, leather upholstery and loose covers, good tyres, recent £76 engine overhaul, excellent condition; terms; exchanges.—Rowland Smith, below.

495 gns.—Jaguar S.S.100, 1939, 3½-litre super-sports 2-seater, bronze with red leather, outside exhaust, bronze cylinder head, Scintilla magneto, standard and racing screens, unworn tyres, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

325 gns.—Jaguar, 1937 model, 1½-litre 4-door saloon, black, sliding head, red leather, radio, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3998

1948 Jaguar 1½-litre extra equipment saloon, black, brown leather, one owner, coachwork and mechanically excellent; £975.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [8277

1947 (July) Jaguar 3½-litre de luxe saloon, 15,000 miles, finished black, brown leather upholstery, Ace discs, H.M.V. push-button radio, as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N.E. Finchley Station, N.2. Tudor 2301-2. [8474

CENTRAL GARAGE, Croydon, offer 1949 Jaguar Mark V sports saloon, finished metallic grey-green, with grey leather upholstery, speedometer reading 10,500; £1,695.—Central Garage, Croydon 7464. [3609

1947 (November) Jaguar 1½-litre special equipment saloon, suede green, 18,000 miles only, one owner, immaculate condition, just overhauled; £1,025.—Box 5645. (Will advertiser please send address.)

R. S. MEAD offers: Jaguar (Nov., 1948) 2½-litre saloon, black, brown leather, heater, H.M.V. radio, one owner, taxed year, spare unused, guaranteed as new, £1,060.—R. S. Mead, 42, Queen St., Maidenhead. Tel. 2642. [3683

1949 Jaguar Mark V 3½-litre saloon, gunmetal, grey upholstery, H.M.V. radio, 6,000 miles only, as new throughout, £1,695; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0621/2. [2720

TANKARD & SMITH, Limited, offer 1937 S.S. 100 2½-litre sports two-seater in metallic grey with leather to match, specially fitted with independent front wheel suspension giving comfort and ease of control at high speeds, many extras including radio, twin aerials, luggage grid, spot lamps, etc., three months' written guarantee, also 200 guaranteed used cars of all makes.—198, Kings Road, S.W.3. Tel. Flaxman 4801-2-3. [3307

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ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER 1-5, Peter St. (Blackfriars 7483).

HENLYS, Ltd., England's Leading Motor Agents. [0028

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Pal. Grn. 1205/7173. [3626

GATEHOUSE MOTORS wish to purchase good clean Jaguar cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444 [498

CASH immediately for good Jaguar.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3752

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [3605

J. R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0095

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CAMDEN MOTORS require to purchase Jaguar 1½-litre saloons and drop heads in good clean condition, 1938-40 and post-war; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115 [4601

Jaguar Spares and Service

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire. Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough. Tel. 22394. [0439

HENLYS, Ltd., ENGLAND'S Largest Jaguar Service Station. GREAT WEST ROAD, Brentford (Ealing 3477). SPARES and replacement engines for all models. AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7. QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13. FULL stock of spares; Jaguar repair and maintenance. —Service Station: Green Lanes, Palmers Green, N.13. Tel. Pal. Grn. 1205/7173. [3627

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

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24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

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JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

METAMET offer unique Jeep conversions for motorists; all 12 models completely rebuilt, 6 months' guarantee, over 20mpg; commercial registration optional.—100b, Belsize Lane, N.W.3. [0527

JEEPS! Autowork (Winchester), Ltd., England's largest stockists of Jeep and trailers; tremendous quantities of new and used spares; literally everything in stock.—Tel. Winchester 4834-3406. [3391

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

175 gns.—Jeep (Ford), Reg. Oct. 1947, grey, enclosed body, drop tailboard, spare wheel, good condition, genuine jeep trailer available; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3999

Jeeps Wanted

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JEEP guide book to assembly; over 500 spare-part illustrations; price 7/6; showing part numbers; Farmcraft, Ltd., for Jeeps, trailers, drop-on bodies, spares; best prices.—Write for catalogue and parts price list to: 37, Malden Rd., New Malden, Surrey. Tel. Mal. 5226. [2107

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ACLAND & TABOR, Ltd., offer:—

1938 Jensen saloon, just fitted with new engine, black, grey leather, exceptionally smart appearance, all new tyres, overdrive; £650.

APPLY—North Road Garage, Welwyn 481. [3507

JOWETT

1949 Javelin 1½-litre saloon in turquoise, with radio, one owner, low mileage, guaranteed; £895.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [3466

JOWETT and Javelin main agents, spares and specialised service. — Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2791

£820—May, 1948, Javelin saloon, golden sand, 10,600 miles, immaculate condition; specialist maintained.—Box 5651. [3137

MARRIOTTS GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford spares (including pre-war) service. Tel. 1583. [0575

GORDON CARS (LONDON), Ltd.—1948 Javelin saloon, black-red leather, exceptional.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3525

COOTEE & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham Kent. Tel. Beckenham 2565. [0302

69 gns.—Jowett, 1929, 7hp 4-door saloon, black, good tyres, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4000

1938 Jowett 10hp, 4-cyl, grey cellulose and red leather interior unmarked excellent mechanical order with new distributor, carb., battery, tyres and extras; genuine bargain at £335.—Tel. Footscray 4596. [2517

£345.—Jowett 4-door saloon de luxe, April, 1939, nicely finished in black and chrome with red leather interior, coachwork is really clean and the body particularly capacious for an 8hp car, with ample accommodation for four passengers without cramping, lively little motor, giving quite a satisfying performance and most economical, fitted special Notek foglamps and a genuine opportunity to purchase an 8hp car of late pre-war manufacture at a most attractive price.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities. Part exchanges, free delivery. [3963

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WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

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JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1906.

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KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

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1939 Lagonda V.12 4-seater drop head coupe, serviced and passed by makers for resale.

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1940 Lagonda V.12 limousine, first reg. 1950, £10 tax, coachwork needs slight attention, mechanically good; £750.

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LAGONDA L.G.6 drop head coupe 1938 model, perfect condition, many extras.—Box 5545. [2366

1939 Lagonda V.12 long chassis, Sanction II engine, one titled owner, showroom condition.

1937 Lagonda 4¼ d.h. coupe; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [3667

LATEST type Lagonda available for early delivery.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [3515

1934 Lagonda 4½-litre pillarless saloon, good condition; £325 or near offer.—C. Eaton, 26, Cowley Rd., Ilford, Essex. [3362

2-litre 1932 Lagonda saloon, black, in very fair condition throughout with cycle type wings and most reliable mechanically which is in regular use; accept nearest £225.—Glenroy, Ashlands, Sale, Cheshire. [3261

365 gns.—Lagonda Rapide, 1935 (reg. 1936) 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres, Wind-tone horns, excellent condition; terms; exchanges.—Rowland Smith, below.

245 gns.—Lagonda, 1934 4½-litre 4-door pillarless saloon, black, sliding head, red leather, good tyres, carefully used, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4001

1936 Lagonda 4½-litre drop head coupe, just repainted maroon and fitted new hood, new tyres; the whole car in first-rate order; £850.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3915

LAGONDA Rapier 1935-6 De Clifford special 2-seater, 80mph, complete engine overhaul by Laystall, relaseeved, etc., 4 new Dunlops, new hood and battery; £320 or exchange saloon.—Write, Sinclair, 25, Parklands Court, Great West Rd., Hounslow, Middx. Tel. 1194.

LAGONDA 2-litre open 4-seater Speed model 1927, all parts rechromed, twin horns, body repainted, in wonderful condition except for poor hood, journals reground, new timing chains, uses no oil, maintained in true vintage condition; £185.—Palmer, 5, Regent St., Runcorn, Cheshire. Tel. Runcorn 3138. [3763

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) offer an excellent selection of used Lagonda cars; may we furnish details?

WE are open to purchase a few late models for rebuilding.

273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0287

Lagonda Cars Wanted

3 or 4½-litre model; condition, price and particulars, please.—47, Arundel St., Sheffield, 1. [3214

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted. —Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with i.f.s.

273, London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. We are open on Saturday mornings. [0217

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LONDON CARS offer:—

1939 Lanchester 14hp roadrider saloon, black, immaculate appearance; £500.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [2940

CAR MART, Ltd., London Distributors.

LANCHESTER 14 1938 saloon, I.F.S., 43,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3417

1938-9 Lanchester Roadrider, grey and black de luxe model, good tyres; £375 or near offer.—Pad. 8798. [3263

LANCHESTER 10hp saloon (1947), black with brown leather, excellent condition; £850.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [5045

1936 Lanchester 12hp Mulliner sports saloon, engine reconditioned, whole carefully maintained, 57,000 on clock, original cellulose discs, Wyresoles on Firestones; £260.—15, Sutcliffe Close, N.W.11. Speedwell 4583. [3253

1936 model Lanchester 20 6-light saloon, one owner, excellent condition; £250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0546

WALTER SCOTT, Ltd.—Late 1934 Lanchester 10 de luxe saloon, black, exceptional condition; £225. —39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [2773

£265.—Lanchester 12/6 1936, rebored +.020 crank ground —.002, gearbox and differential refitted, electrics reconditioned, R.A.C. and A.A. inspection invited. Tel. Streatham 4872. [3098

Lanchester Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0966

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

NASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [3608

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd. Croydon 5775. [0689

GENUINE Daimler and Lanchester spare parts available from the Daimler distributors.—Stratstone, Ltd., 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [3488

LANCIA

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3598

JOHN S. TRUSCOTT, Ltd.—Lancia cars. Only first-class examples are offered. Present stock includes:—

1939 (March) Aprilia de luxe saloon, metallic bronze, grey leather, originally supplied by us, one meticulously careful owner, external and interior appearance and mechanical condition throughout, quite unique in every detail, guaranteed total mileage 26,057. Also:—

1939 (Feb.) Aprilia cabriolet by Pinin Farina, dual grey, grey leather, full 4-seater, 2-door 2-window, good luggage boot with external lid, particularly graceful and modern lines, retaining true Lancia character, one owner, guaranteed total mileage 17,500, external and interior condition quite unblemished; passed mechanically by makers.

TO serious buyers who appreciate Lancia design, performance and economy, which is still unequalled by any car in its class, and by few in any class, the above cars offer an opportunity unlikely to be repeatable; similar quality of materials and workmanship is unobtainable in any comparable post-war car.

WE also have one 1936 Aprilia de luxe saloon in above average condition.

FULL details on request.

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [3577

AUGUSTA Lancia, Oct., 1935, new engine, battery fitted, clean throughout, black, cellulose, as new; £325.—Derrington, 159, London Rd., Kingston 5621-2.

MAYFAIR GARAGES, Ltd.—August 1937 ('38 model) Aprilia pillarless 4-door sports saloon, gunmetal with green hide upholstery, bumpers, spotlight, outstanding road performance, 3 months' guarantee mechanically but of only fair appearance; £415.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-1. [3575

LANCIA Lambda 8th series, possibly the best in England, completely rebuilt regardless, shortened chassis, Bartlett h.c. pistons, KE965 valves, new bearings throughout, new body, foldflat screen with racing screens, new wheels, tyres, tubes, hood, zipp tonneau cover, many extras too numerous to mention, all bills available, taxed year.—Further particulars, Evans, 79, St. Andrew's Rd., Ilford, Essex. Tel. Valentine 6260. [3585

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0543

CASH immediately for good Lancia.—H. F. Edwards, 154, St. Titchfield St., W.1. Langham 0012. [3723

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bay. 4274.

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

A. E. PALMER requires a first-class Lancia Aprilia 1939 (latest type) low mileage, for own use; cash offered for genuine vehicle.—12, Church St., Luton 4212.

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

LEA-FRANCIS

CHARLES POLLETT, Ltd., sole distributors, London and Home Counties, offer:

1949 Lea-Francis 14hp streamlined saloon, black, 12,350 miles, H.M.V. radio, heater, twin fog lamps and petrol pumps, superb condition throughout; £1,350.

1948 Lea-Francis 14hp open sports model, 13,600 miles, carefully maintained, 1 owner; £875.

1947 Lea-Francis 14hp 4-door saloon, grey, radio, heater, 1 owner, 7,000 miles; this car is indistinguishable from new; £925.

1948 Lea-Francis 14hp saloon, grey, maroon leather, radio, heater, excellent order throughout, £950.

1949 Lea-Francis 14hp 6-light saloon, 9,500 miles, 1 owner, painted maroon; £1,350.

18, Berkeley St., W.1. May 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [3569

STREAMLINED 1¾-litre sports model, 1948, immaculate condition, 30mpg, 90mph; what offers?—Finchley 1398. [3828

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station; Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [8983

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18 Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln.—Wembley 3903. [7019

LINCOLN-ZEPHYR

1850 gns.—Lincoln V/12, 1946 (reg. March, '47, £10 tax), 40hp V-Twelve, RHD, specially imported American 4-door sedan with winding division, black, grey cloth upholstery, steering column gearchange, electrically operated windows, heater, unworn tyres, small mileage, one careful owner, superlative condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4002

LLOYD

SLOCOMBES, of Neasden.

SLOCOMBES.—Genuine offer, 1948 4-seater Lloyd, low mileage, as new, a chance to obtain a post-war under list; £335; terms and exchanges with pleasure.—269, Neasden Lane, N.W.10. Gladstone 2088. [3877

365 gns.—Lloyd, May 1949, 650 roadster, silver grey, brown leather, latest type engine, independent suspension, steering column gearchange, one careful owner, 8,125 miles, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4003

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd., will always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Faxman 0052. [3328

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1939 type 540K 38hp supercharged 4-5-seater drop head, black, with maroon leather upholstery, engine recently overhauled by us; £1,275.—Victoria 8715.

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 2759. [2763

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3583. [3589

1938 Mercedes-Benz 13hp 4-door saloon, finished maroon, first-rate condition throughout; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3914

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 114, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [8530

M.G.

BROOKLANDS.

1949 M.G. T.C. sports 2-seater, green with beige leather, speedometer reading 6,000 miles.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [3850

CAR MART, Ltd.

M.G. T.C. 2-seater, 1949, 6,000 miles; £725.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3418

ELITE MOTORS offer:—

1937 M.G. T.A., cream with red upholstery, new hood and side curtains, excellent performance and good tyres; £325.

1937 M.G. T.A., cream body with red wings, exceptional condition throughout, excellent all-weather equipment; £355.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (four lines). [3811

SLOCOMBES, of Neasden.

SLOCOMBES.—1936 M.G. P.B. blue 2-seater, perfect specimen for its age; £299/10.

SLOCOMBES.—1949 T.D., cream and green, genuine 7,000 miles, as brand new, real bargain; £645; terms and exchanges with pleasure.—269, Neasden Lane, N.W.10. Gladstone 2088. [3876

WOODBAIN CARS offer:—

£215—M.G. 8hp PA model sports 2-seater, taxed, black and chromium, very sound car, good hood, etc.

£215—M.G. 8hp J2 1934 sports 2-seater, this car has had a great deal of money spent on it, the bodywork is spotless (British racing green cellulose), mechanically excellent, good tyres, replacement battery, etc., a real specimen car.

£199—M.G. 8hp J2 open sports 2-seater, red, one of the fastest of this type we have offered, faultless mechanically and highly recommended by us, excellent tyres and battery, very smart bodywork, handles like a dream.

MANY other M.G.s in stock.—Woodbain Cars, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [3660

SIMPSON'S MOTORS offer:—

1935 M.G. Magnette saloon, exceptionally nice motor car; £255.

SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists), Wembley 3903. [6118

G. P. (BALHAM), Ltd., offer:—

195 gns.—1935/6 M.G. 12hp sports 4-seater, really excellent condition; any trial; a bargain.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117. [3454

GLANFIELD LAWRENCE offer:—

1946 M.G. black, red leather, immaculate condition throughout; £550.—407, High Rd., N.12. Finchley 0091. [2270

1947 M.G. T.C. model; £535

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268.

PHILIP RICKARDS, Ltd., offer:—

1949 M.G. 2-seater, red, 3,000 miles.—4, Brick st., Park Lane, London, W.1. Gros. 4772-3.

ACLAND & TABOR, Ltd., offer:—

1948 M.G. TC 2-str., small mileage, new condition; £635.

APEX—North Road Garage, Welwyn 481. [3508

ACE SERVICE STATION (LONDON), Ltd., the Citroen distributors, offer:—

1946 Nov. M.G. T.C. spotless condition throughout; £545.

NORTH CIRCULAR Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [3476

M.G. 1938 12hp drop head coupe, new engine, perfect.—Evenings, Lab. 1175. [3087

1949 M.G. T.C. two-seater, black, red leather, 6,000 miles, only one owner.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [3897

M.G. Midget, red, Aug. 1932, 8hp 2-str.; £120, near offer.—52, Sandy Lane South, Wallington 4657.

PERFORMANCE CARS (Ham, 8/07).—Never offer less than half-a-dozen open M.G.s; see under Sports Cars. [3155

M.G. 1947 sports, black, red upholstery, excellent condition, carefully driven; £525; no offers.—Tel. Mr. Smith, Museum 2261. [3568

1946 M.G. 10 T.C 2-seater, taxed, guaranteed; £450; payments.—Oldfield, 4, Russell Gardens Mews, Kensington. Park 7780. [3652

1938 M.G. model T.A., black, in very good condition; £325.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [2819

1947 M.G. T.C. two-seater, black, red upholstery, exceptionally nice condition; £575.—Peter Guest, Ltd., Gaywood, Kings Lynn. Tel. 4129.

1946 (October) M.G. model T.C. 2-seater, red, with beige upholstery, first class throughout; £500.—Jenners Garages, Ltd., Birchington. Tel. 55.

1947 M.G. T.C. sports 2-seater, black, perfect condition, small mileage, M.G. registration No.; £575.—115, Haling Park Rd., Croydon. Cro. 0692.

£250—1936 8hp P.A. 2-seater, black, engine, clutch, steering, brakes, all recently reconditioned, in perfect order.—Tel. after 6 o'clock, Lab. 2797. [3567

HILLWOOD MOTORS:— 1949 M.G. T.C. model in cream, 7,000 miles, absolutely as new; £695.—565, 7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [3756

M.G. sports 2-seater, P.A. model, black and silver, perfect in every way, luggage grid, new battery, tyres, etc.; best over £300.—44, Hatton Gardens, Mitcham. [3540

1939 M.G. 2.6-litre saloon, all original condition, black, grey leather upholstery; £575.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [2033

275 gns.—M.G Midget (1936) 9hp P.B. Airline coupe, mauve and red, sliding head, red leather, very good condition; terms, exchanges.—Rowland Smith, below:—

225 gns.—M.G. Midget (1935) 8hp P 2-seater, cream, green wheels, leather upholstery, spare tyre unworn, good condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—M.G. Midget (1935) 8hp P 4-seater, red, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below:—

495 gns.—M.G. Midget (Sept., 1946) 11hp, T.C. 2-seater, red, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—M.G. Midget, 1934 model, 8hp, J2 2-seater, green, black leather, good tyres, very good condition; taxed; terms, exchanges.—Rowland Smith, below:—

225 gns.—M.G. Magnette (Aug., 1935) 12hp, N type, sports 2-4-seater, light blue, blue leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4009

AIRLINE coupe, 1935 P.A., now being recellulosed and thoroughly checked over, good tyres, taxed Dec., perspex sliding roof, radio; £275.—Derrington, 159, London Rd., Kingston 5621. [1063

JARVIS & SONS, Ltd., offer the following: 1949 M.G. T.C., cream with red upholstery, 8,000 miles, taxed, £725; another, 16,000 miles, £695; another, 1947, green, one owner, £595.—Morris House, Morden Rd., S.W.19. Liberty 4656. [3183

1936 M.G. Magnette, Type N, 4-str., rebored, new bearings, crown and pinion, etc., good weather equipment, batteries, tyres, original cellulose, enthusiast owner, must sell; £250, or offer.—Davie, 21, Granville Rd., N.4. [3102

1938 (June) M.G. 1½-litre Tickford drop head coupe, only 1,200 miles since £140 overhaul which included recellulosing, new lined hood, carpets and engine reconditioned; £450.—Pursey, 89, High St., Street, Somerset. Tel. Street 6. [3100

1949 1½-litre M.G. saloon, black, red interior, owner going abroad 12th September, will sign undertaking now for delivery 10th September, mileage then 13,000 approx.; £875.—Reeves, Lightwater Manor, Lightwater, Surrey. Bagshot 2383. [3249

1949 (July) T.C., green/green, mileage 8,000 and run-in for 3,000, engine modified and polished giving 65 bhp and 36 mpg. Newton dampers, radiator thermometer, sports coil and balanced road wheels, at cost of £45; price £725.—Flt. Lt. Sinclair, R.A.F., Martlesham Heath, Suffolk. [2102

NAYLOR & ROOT, Ltd.—1949 M.G. T.C. 2-seater, black, green hide upholstery, 2,000 miles only, as new throughout; £695; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each weekday including Saturday.

M.G. Cars Wanted

CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7645

RIPCO, Ltd., wish to purchase M.G. cars, all models.—16, Albemarle St., W.1. Regent 2952-4. [3835

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7647

URGENTLY required, low mileage 1948-9 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6396

CAMDEN MOTORS require to purchase M.G. 1½-litre sports saloons and drop head coupes in good clean condition, 1938-40; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4605

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [1841

M.G. engine, axle, gearbox reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets; wire wheels supplied and repaired, road springs new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (station), S.W.19. Liberty 3085. [3892

TOULMIN MOTORS specialise in M.G. and M.G. cars only, repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 683. [0349

MORGAN

MORGAN 4/4 1938/9 2-str., £170 overhaul, new hood, tyres; £525, near.—James, Dalrymple Ifield, Crawley, Sussex. Crawley 522. [3106

BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4403. [3325

£350 or close offer.—1938 Morgan 4-4, smart, perfectly maintained 2-seater sports, white coachwork, red wheels, £150 recently spent on complete overhaul, resleeved engine, taxed, insured, any test.—To view Tel. Boxmoor 1318 or write M. H., 9, Moorland Rd., Boxmoor, Herts. [3287

Morgan Cars Wanted

RAYMOND WAY the hire purchase specialists are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. R. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0723

MORRIS MINOR

1949 Morris Minor saloon, 5,000 miles; £725.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [3916

1949 July 23rd Morris Minor, maroon, 9,000 miles; best offer over £700, seen by appointment.—Webb, Harston, Cambs. (Harston 250.) [3217

1949 Minor saloon, black/beige upholstery, 8,000 miles, quite faultless condition; £735.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3692

1949 Morris Minor saloon, mileage 9,000, completely as new throughout, £695; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821/2. [2719

Morris Minor Cars Wanted

CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

MORRIS EIGHT

CAR MART, Ltd.

MORRIS 8 1947 saloon 9,000 miles; £595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3420

NEWNHAMS Ltd.

1948 Morris 8 4-door saloon, black with brown, low mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8035

CONTINENTAL CARS, Ltd.

1947 (late) Morris 8 sunshine 2-door saloon, leather; £535.

PORTSMOUTH Rd., Send, Surrey. Tel. Ripley 3122-3. [9693

S. G. SMITH (MOTORS), Ltd., offer:—

1948 Morris 8, 10,000 miles, fitted radio and other extras; £595; 50 other used cars.

S. G. SMITH (MOTORS) Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [2298

1936 Morris 8 2-seater, immaculate, recellulosed, new hood; £220.—Tudor 3394. [3211

1936 Morris 8 saloon, £165.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [9857

1938 Morris 8 4-door saloon; £245.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [9854

1938 Morris 8 saloon, very good condition; £255.—77, Hampden Rd., Hitchin. Tel. 1562.

1938 Morris 8 saloon, very sound; £285.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [2620

GATEHOUSE offer 1948 (August) Morris 8 4-door saloon, black, leather upholstery, 8,000 miles, as new, one owner; £645.

GATEHOUSE offer 1947 (July) Morris 8 4-door saloon, 10,000 miles, one owner; £575.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [2756

1946 Morris 8 4-door saloon, sun roof, black and brown leather, low mileage, exceptional condition throughout; £495.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [8229

1938 Morris 8 sun saloon, very good order; £295.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [3948

1947 model Morris 8 saloon (black), excellent mechanically and appearance; £449/10.—349, King St., Hammersmith. Riv. 2837/8. [3640

159 gns.—1936 Morris 8 4-seater tourer, good condition; also 1936 saloon, excellent condition; 165gns.—Autosnips, 5, Balham High Rd. Balham 1509.

1939 Morris 8 4-door de luxe saloon, black, brown leather, taxed for year; £400.—K.L.M. Motors, Ltd., 101 Brighton Rd., Coulsdon, Surrey. Tel. Upands 341. [2939

1935 Morris 8 (August) 4-seater tourer, black with green hide upholstery, mechanically sound, good tyres and hood; £180.—Timms Motors, Colinette Rd., S.W.15. Tel. Putney 8667. [3587

£195—1938 Morris 8 de luxe saloon, exceptional condition throughout; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3745

JARVIS & SONS, Ltd., offer the following: 1948 Morris 8 4-door saloon, green, 10,000 miles, exceptional car, £625; also 1947 (November), black, 16,000 miles, £575.—Morris House, Morden Rd., S.W.19. Liberty 4656. [3181

195 gns.—Morris 8 (1935) 2-seater, black, green upholstery, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4013

1938 Morris 8 2-door saloon de luxe, blue with blue leather upholstery, genuine mileage 30,000, one of these rare cars which are very occasionally offered, original in every detail, taxed to end of the year; £290.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [2051

£365—Morris 8 1939 2-dr. sln., sliding roof, leather upholstery, good original condition throughout, choice of two; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds Holland Park Tube). [3272

1938 Morris 8 black saloon, clean paintwork and smart interior with new head lining and carpets, good chassis and performance; £259 cash or £79 deposit; balance payable over 18 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [2984

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2778

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

CAR MART, Ltd.

MORRIS 10 1948 saloon, 5,000 miles; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3421

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd. OFFER the following:—

1948 Morris 10 saloon, 10,000 miles only.—47, Sloane St., S.W.1. Tel. Sloane 9288. [8043

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1939 Morris 10hp saloon, black, brown interior, 6,000 miles only since reconditioning, excellent condition, fitted with radio, taxed; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [9834

1947 series model 10hp Morris 4-door saloon; £575.

JACK ROSE, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [3017

BRUTONS, Ltd., offer Morris 10 1937 saloon, black, well shod, new battery; £265.

14 Osten Mews, Emperor's Gate, S.W.7. Wes. 1242. [3014

1948 Morris 10hp saloon, green/brown leather, one owner, guaranteed; £725.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [3469

1948 Morris 10 saloon, 13,000, one owner, excellent condition; £725.—Phillips, Philsden, Pewsey, Wilts. [3215

1947 Morris 10 4-door de luxe saloon, black, brown leather upholstery, one owner, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1279

1935 Morris 10 de luxe saloon, in very nice condition throughout; 165gns; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [1057

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6484

1939 Morris 10 saloon, one owner, colour maroon. Kingston House Garage, Ennismore Gardens, S.W.7. Tel. Ken. 6726. [3266

1948 Morris 10hp sal., black/brown, 8,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St Martin's Lane, W.C.2. Temple Bar 3338. [3335

1939 Morris 10 saloon, very clean condition; £435.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [8473

1948 (Feb.) saloon, fixed head, black and brown, 16,022 miles, one owner, genuine car; £700.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1130. [3290

G. J. SHAFFER & Co., Ltd., offer:—1947 Morris 10 four door saloon, excellent condition; £625.—120/132, Cricklewood Lane, London, N.W.2. Gladstone 3311/3.

JARVIS & SONS, Ltd., offer the following: 1948 Morris 10 de luxe saloon, black, 8,000 miles, fitted radio, taxed; £755.—Morris House, Morden Rd., S.W.19. Liberty 4656. [3182

1948 March Morris 10hp saloon, total mileage 15,000, excellent order throughout; £750.—Lyne Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [1296

£405—1939 Morris 10 de luxe sal., black, brown leather upholstery, recon. engine, in showroom condition; choice of 2.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558.

£745—Morris 10hp de luxe saloon, July, 1948, a real sparkler in immaculate condition throughout, very low mileage, fitted latest type push-button radio, exceptional mechanical order.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3; easy and confidential hire purchase facilities; part exchanges; free delivery. [3958

1938 registered July Morris 10hp 4-cylinder ohv 4-door sunshine roof saloon, most attractively finished in black with blue leather interior and blue carpets, in excellent order, mechanically this car is very good and uses no oil and is extremely quiet, a most attractive car at a most attractive figure of £270, taxed; any examination.—E. Hanson, 13, Cross St., Pendleton, Salford, 6. Nr. Manchester. Tel. Pen. 5457. [3207

Morris Ten Cars Wanted

I REQUIRE post-war Morris 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2779

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

NUFFIELD specialists want Morris 10s in good condition.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. [6054

RAYMOND WAY, the hire purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5665

MORRIS TWELVE

£185—1936 Morris 12 saloon, clean throughout, very good mechanically, taxed year.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen.

1939 Morris 12 saloon, black, in good condition throughout, any trial, exceptional bargain, £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1054

Morris Twelve Cars Wanted

RAYMOND WAY, the hire purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

L. F. DOVE offer 1949 Morris 14 saloon, 4,000 miles, quite as new; £945.—69, Broadway, Wimbledon, S.W.19. Lib. 3456.

£125—Morris 14.9 2-door sports saloon, April 1935, good tyres, and battery, fitted Detrola car radio, good leather upholstery, original duo-green cellulose in fair condition; in thoroughly sound roadworthy condition.—Garrad Motors, 132b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [3656

£365—Morris 14 saloon de luxe, 1938, in excellent mechanical order, original green and black cellulose, very well maintained; works reconditioned engine fitted December, 1949, total genuine mileage since under 4,000; Bosch spotlamp, etc.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3; easy and confidential hire purchase facilities; part exchanges; free delivery. [3959

MORRIS SIXTEEN

1935 registered 1937, Morris 16 saloon, excellent condition; £150 or near.—129, Coulsdon Rd., Old Coulsdon, Surrey. Tel. Downland 4065. [3124

MORRIS OXFORD

CAR MART, Ltd.

MORRIS OXFORD, 1949, radio, saloon, 4,000 miles; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3419

TOM GARNER, Ltd., offer:—

1949 Morris Oxford saloon, maroon with beige leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3315

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, grey with beige upholstery, 5,000 miles; £945.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner), Hillside 0024. [4027

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Oxford saloon, fawn, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3708

MANN EGERTON & Co., Ltd., offer:—

1949 Morris Oxford saloon, black with beige leather upholstery, 9,000 miles, numerous extras, including loose covers, twin pass lamps, etc., immaculate condition throughout; £995.

14, Berkeley St., London, W.1. Regent 2073.

WADDINGTON MOTORS, Ltd., offer:— [3538

1949 Morris Oxford saloon, under 2,000 miles, taxed for year; £975.—Fortune Green Rd., N.W.6. Ham. 2211. [3347

1949 Morris Oxford, green, beige upholstery, in immaculate condition, also another, grey.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [8982

4000 miles, 1949 (March) Morris Oxford saloon, grey.—Ernest Sutton, Cleeve Hill (Glos.) 95. [2667

1949 (July) Oxford, black, 11,500 miles, as new; £1 000 or near offer.—Howe, 17, Longlands Ave., Coulsdon, Surrey. [2188

1949 Morris Oxford saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3606

1949 saloon, just free of covenant, 7,000 miles, fawn, very carefully kept; £950.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1130. [3291

GORDON CARS (LONDON), Ltd.—1949 Morris Oxford saloon green, 7,800 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3526

MORRIS OXFORD saloon, finished black with beige leather, 7,000 miles; first registered March, 1949; £925.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [3517

1949 June Morris Oxford saloon, green, covers, extra carpets, heater, absolutely as new, under 4,000 miles; £900.—Smith, 257 Asfordby Rd., Melton Mowbray, Leicestershire. [3113

1949 Morris Oxford saloon, black, radio and heater, 8,000 miles, carefully used; £895, easy terms and exchanges.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon. Tel. Cro. 5470. [3919

£900—1949 (July) Morris Oxford de luxe saloon, 9,000 miles, brand new condition, exceptional part exchange allowance against any car; terms.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3743

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

MORRIS SIX

3000 miles, 1949 (July) Morris Six saloon, maroon.—Ernest Sutton, Cleeve Hill (Glos.) 95.

MORRIS MISCELLANEOUS

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0106

Morris Miscellaneous Cars Wanted

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0624

F. L. CRANMORE, Potters Bar, requires Morris cars for cash.—Tel. 2040 Potters Bar. [9672

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. [8001

CASH buyers of low-mileage Morris Minor, Oxford and 6; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

CHARLES RICKARDS, Limited, wish to purchase good pre-war Morris cars.—56, Bayswater Road, W.2. Paddington 1820. [3328

CORBITT & TAYLOR urgently require all types of post-war Morris 8 and Morris 10.—22, Conduit Mews, W.1. Amb. 6049. [3473

BLUE STAR GARAGES, Ltd., will buy 1938-1940 and post-war Morris cars.—617, Finchley Rd., N.W.3. Tel. Ham. 2254; Abbey Rd., St. John's Wood, N.W.8. Cun. 0282. [2665

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks 85, Queen's Rd., Brighton. [0384

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 9061).

DALSTON MOTORS for Morris service and spares, 1934-49 models.—517 Kingsland Rd., Dalston, E.8. Clissold 4943. [2315

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Morris spares; sales and service.—209, Balham High Rd., S.W.17. [0521

THE new Silver Top Cylinder Head, giving greatly increased performance, shortly available; chromium-plated luggage grids for saloons and tourers from stock.—Derringtons, 159, London Rd., Kingston 5621. [3043

NASH

SIMPSON'S MOTORS offer:—

1947 Nash, right-hand drive, 4-door saloon, fitted all extras, radio, heater, spotlight, seat covers, immaculate motor car, one owner.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [3470

NASH Ambassador 8 1939 coupe, with dickey, fine condition; £375.—Vic. 8285. [3633

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1936 6-cyl. Oldsmobile saloon in really good order; £325.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. [0113

1947 8-cylinder Oldsmobile 2-door streamlined saloon, low mileage, beautiful condition; £1,575.—J. F. Crawley, Western 6015. [3006

1947 Oldsmobile 4-door saloon, first registered 1948, hydramatic drive, radio, heater, etc., low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1782

1947 Oldsmobile hydromatic, radio, heater, black; £1,395.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and 2873.

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service: 2, Lexington St., W.1 (Gerrard 8600). Spare Parts: Kensington Place, Campden Hill Rd., W.8 (Park 8611). [0576

O.M.

£395—Supercharged 2,300cc short chassis Targa Florio 4-seater O.M. car, in superb condition throughout, original owner since new, very small mileage.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951; after 6, Tulse Hill 4755. [9148

OPEL

SIMPSON'S MOTORS offer:—

1950 (reg.) Opel left-hand drive 2-door saloon, immaculate; £325.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [3471

CASS'S MOTOR MART.—1937 Opel Cadet saloon, fitted new Ford engine and gear box, superb cond.; written guarantee.—5, Warren St., W.1. Eus. 3523. [9309

1937 Opel saloon, beige and brown, one owner only, guaranteed condition; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3655 3954. [3748

195 gns.—Opel Cadet, 1937, 12hp saloon, black, re-upholstered, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4004

Opel Cars Wanted

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [6099

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251.

PACKARD

DICKS CAR SALES offer:—

1938 Packard 33hp drop head coupe, fitted radio, fine order throughout; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8118

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face-forward occasionals; £725.

1939 Sedanca de Ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

BRAY MOTORS.—£895; 1938 Packard Super 8 limousine, black, brown hide, £10 tax.

BRAY MOTORS.—£250; 1936 Packard 26hp drop head coupe, smart, attractive car, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3935

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

1947 Packard Clipper, 8-cyl., l.h.s.—George Newman & Co., 369, Euston Rd., N.W.1. Euston 4466. [3562

PACKARD Sole Concessionnaires, amongst other approved late model Packard cars, offer:—

1947 21st Series Clipper Six 4-door saloon, 29.4hp, right hand drive, with radio and heater, 19,000 miles; £10 tax.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

£400—Super Eight 27hp Packard, maroon, drop head coupe, an outstanding car, 5,500 miles.—Tel. Maidenhead 528. [3039

1938—titled person, chauffeur driven; price £525.—62, Queen Ct., W.2. Gerrard 5072. Night, Bayswater 5035. [3209

1937 Packard 34hp saloon, guaranteed mileage 53,000, in perfect mechanical condition throughout, cellulose as new, interior cloth unmarked, excellent tyres and battery, whole car in original condition and meticulously maintained; £475.—Tel. Footscray 4596. [2516

PACKARD 1938 (July) Packard 8, division limousine, 1 occasional seat, black with brown leather, jackall jacks, Lucas P770 lamps flush in wings, in perfect condition, fitted with Perkins P6 diesel engine and overdrive, 30mpg, 6,000 miles only from new, petrol engine as removed in perfect condition included, private owner; £1,500, photo sent and any trial; new car delivered only reason for sale.—Box 5658. [3200

1947 Packard Clipper 4-door saloon, a really magnificent motor car fitted with radio, heater, air conditioning, fog light, colour ice blue, new tyres, total mileage 14,000, l.h.d.; private owner; price £1,600 or offers; would consider exchange smaller car; write.—Owner, 11, Charlton Park Gate, Cheltenham. Tel. 53601. [2515

1939 Packard 30hp 6-cyl. column gear change, chassis perfect and very economical, recellulosed black with gold line, reupholstered in brown Bedford cord with new head lining and mats perfectly fitted, all interior trimming renewed, bright work rechromed, bodywork renovations were carried out not because of neglected usage but that a chassis reconditioned throughout deserves a well-appointed body, which it now has; the whole car indistinguishable from new, with a new car performance; £725.

MAGDALEN MOTORS, 511, Trinity Rd., S.W.18. Bat. 5573 [2050

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3724

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Packard. Wembley 3903. [8002

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9634

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

PEUGEOT

PERFORMANCE CARS (Ham. 8707).—Offer 1940 Peugeot 402B; see under Sports Cars. [3158

PLYMOUTH

ACLAND & TABOR, Ltd., offer:—

1948 reg. Plymouth maroon, leather upholstery, in new condition throughout; £775.

APPLY—North Road Garage, Welwyn 481. [3509

PONTIAC

DICKS CAR SALES offer:—

1937 Pontiac drop head coupe, fitted radio, very attractive car; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [1027

PHILIP RICKARDS, Ltd., offer:—

1948 Pontiac saloon, blue/fawn, 20,000 miles, immaculate.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3706

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003

RACING CARS

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3591

H.W.M. identical to team cars; very little used, all latest modifications and in perfect condition; 'phone or call—no letters, please.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [1969

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0621

BUGATTI 51 Type 1934 works car, cost £10,000, complete with extra 1½ crank, 3 carburettor conversion, etc., reputed to have covered a flying kilometre at 151.7 mph, new condition, ready for immediate racing.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [2769

1950 Cooper, complete with 1,000 J.A.P. engine, long-distance tank, and nearly £100 worth of spares (including alternative alloy cyl. barrels and sprint type, seven sprockets, etc.); with strong trailer, fitted loading ramps; this car has never been raced, hill-climbs only; to be sold with all equipment ready for immediate use; £865.—Miss Haig, Twitten Orchard, Nutbourne Common, Pulborough, Sussex. [3372

RAILTON

CHARLES RICKARDS, Ltd., the house of standing and repute.

1935 Railton saloon, finished grey, specimen car, in excellent condition throughout; £395.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3324

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753.—All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. [5814

1936 Railton, 5-seater, sports saloon, 30hp, black, sun roof, maroon leather, all new tyres and body in smart condition, very fast car, for the bargain price of 220gns.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352.

VERY special Railton saloon, an unusually fine car, comparable with anything on the road, superior to most post-war cars, chauffeur maintained since new; a bargain at £800.—Box 5643. [3131

RAILTON 1937 29hp drop head coupe by Coachcraft. A very good condition, sell £395, or exchange '39 1½ Jaguar, '37 or '38 Aprilia or Fiat 1100 ('38, '39, '40); adjustment either way.—Tel. 9-6, Battersea 1241. [3093

1938 28.8 Railton Stratton saloon, reconditioned engine, unused since fitted, excellent condition, £625; also 1936 28.8 drop head coupe, mechanical and coachwork excellent, new tyres, £450.—Bailey & Turner, Worcester. [3365

Railton Cars Wanted

CASH immediately for good Railton.—H. P. Edwards, 28, Upper High St., Epsom 9400. [3733

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

BRAY MOTORS.—£295; 1937 Renault 18hp Big 4 saloon, extremely modern lines.

BRAY MOTORS, 160-164, West End Lane, N.W.6. Hampstead 6490. [3939

WELHAM RENAULT SALES & SERVICE have a small selection of used Renaults.—Elmbridge 1873. Surbiton Hill Rd., Surbiton. [0126

1939 Renault 12hp 4-door saloon, exceptionally good car; £350.—Vandervells (buyers of good used cars), 215 Haverstock Hill, N.W.3. Primrose 4441

MAYFAIR GARAGES, Ltd.—1939 9hp de luxe saloon, fawn with leather upholstery to match, good tyres, fully equipped, smart car in well maintained condition throughout, 3 months' guarantee; £285.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [3576

Renault Cars Wanted

WELHAM RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), purchase all models. [0127

RILEY

BROOKLANDS.

1949 Riley 1½-litre saloon, black with beige leather, speedometer reading 9,000 miles.

1948 Riley 2½-litre saloon, red with red leather, speedometer reading 12,000 miles.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [3849

CAR MART, Ltd.

RILEY 1949 2½-litre saloon (100 b.h.p.), 9,000 miles, £1,525; another 13,000 miles, £1,475.

RILEY 2½-litre 1948 saloon, radio, heater, 15,000 miles; £1,395.

RILEY 2½-litre 1947 saloon, 6,000 miles; £1,375.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3422

OVERSEAS CARS, Ltd.

1948 Riley 1½-litre streamline 2-str. drop head coupe in ivory with red leather, mileage only 10,731; this unique car was built to special order with most attractive low sweeping lines at a cost of over £1,500, and has been very well maintained; price £1,178.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3808

BOON & PORTER, Ltd.

1949 2½-litre Riley, grey, excellent condition; £1,375.

CASTELNAU, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [2748

DICKS CAR SALES offer:—

1938 Riley 12hp Victor saloon, recent overhaul; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [9167

PHILIP RICKARDS Ltd., offer:—

1949 Riley 2½-litre saloon, black/red leather, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3707

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 2½-litre Riley, black and red; £1,450.

1948 Riley 1½-litre saloon, nominal mileage, in outstanding condition; £995.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [3739

GORDON CARS (LONDON), Ltd.—1948 Riley 2½-litre saloon, black, 14,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1946 Riley 1½-litre saloon, black, 12,000 miles.—Gordon House 373, Euston Rd., N.W.1. Euston 6611. [3527

RILEY 1937 Kestrel saloon, splendid order, 4 new tyres, sunshine roof; £350.—Box 5663. [3222

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

1936 Riley Adelphi saloon, well maintained by enthusiast, first-class condition; £325.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [3450

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Loddon, Norfolk. Tel. 315-316. [3450

BEARTS of Kingston, Riley specialists sales, spares repairs.—102, London Rd., Kingston. Kingston 3348

1947 2½ Riley, magnificent condition, low mileage; £1,025.—55, Broadwalk, E.18. Wan. 2688.

GATEHOUSE offer 1937 Riley 9 Monaco saloon, overhauled by Riley agent at cost of over £120; bargain, £365.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [6339

1946 Riley 1½-litre, low mileage, immaculate black cellulose, suede green leather, perfect; £950.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [3622

PERFORMANCE CARS (Ham. 8707), the sports car and Riley specialists, haven't got a single Riley to offer this week! [3889

1949 (Feb.) Riley 2½-litre, 5 new tyres, radio, perfect condition; £1,400.—Lewes Motors, Ltd., Western Rd., Lewes. [3376

1½-litre Riley Falcon saloon, tyres as new, crankshaft just reground, remetalled bearings, Cromard liners, splendid condition; £250.—Tel. Waxlow 2468. [3278

3000 miles, 1949 Riley 1½-litre saloon, maroon, maroon leather throughout, carefully driven by one owner.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [3854

WALTER SCOTT, Ltd.—Late 1935 Riley 15/6 saloon excellent condition; bargain, £195.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Primrose 5914 [2773

1948 2½-litre saloon, black/red upholstery, 24,000 miles, exceptional condition; £1,125.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3693

1949 Riley 2½-litre saloon, black and red, small mileage, immaculate throughout; £1,495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3912

495 gns.—Riley, August 1939, 1½-litre foursome drophead coupe, black, fawn leather, new hood, unworn tyres, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

395 gns.—Riley, 1937 model, 1½-litre Kestrel 4-door saloon, black, sliding head, maroon leather, preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1937 Riley Falcon 12hp saloon, pre-selector gear, privately owned, in exceptional condition throughout, taxed year; £375.—348, King St., Hammersmith, Riv. 2637/8. [3927

RILEY 12 1938 Victor saloon, 3-speed and over-drive, completely reconditioned throughout including renovating of interior and respraying, very exceptional condition.—Will Short, Ltd., 2-4, St. Cross Rd., Winchester. (Tel. 2398.) [3247

£345.—Riley 9 1937 Monaco 4-dr. sports sln., really excellent interior, cellulose and mechanical condition; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6 (50 yds Holland Park Tube). [3263

1949 (model) Riley 1½-litre saloon, reg. Dec 1948, black, brown cloth and leather, late type bonnet and arm rests, 16,000 mls as new; £1,075; 1948 (Feb.) Riley 2½-litre saloon, black, brown cloth and leather, 10,000 mls., as new; £1,200.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1681. [2927

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£365.—Riley 1½-litre 12hp Kestrel 6-light Sportsman's saloon, 1936, with special series engine fitted at works at extra cost, very pretty model with ultra modern streamlined appearance, finished in maroon with black wings and maroon leather upholstery; outstanding mechanical order, excellent performance and a delightful car to drive; late property of chief mechanic employed by country garage, a real Riley enthusiast, this Kestrel has been personally serviced and maintained by the owner himself, fitted high fidelity radio and guaranteed by us in writing.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3; easy and confidential hire purchase facilities; part exchanges; free delivery. [3960

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RIPCO, Ltd., wish to purchase Riley cars, all models.—16, Albemarle St., W.1. Regent 2952-4. [3637

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MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., Finchley Station N.2. Tudor 2301-2. [7395

URGENTLY required, low mileage 1947-9 Riley 1½- or 2½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6395

1948 2½-litre Riley saloon in first-class condition.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3351

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RILEY distributors—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

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1938 (April) 25-30 Rolls-Royce limousine by Park Ward, black, brown leather in front, West of England cloth at rear, sunshine roof in front, low mileage, recently reconditioned and in immaculate condition throughout.

1939 Rolls Wraith 4-light razor-edge saloon with disappearing division and built-in boot by Windover, black with black leather in front and cloth at rear mileage 33,500, in beautiful condition throughout.

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ROLLS-ROYCE 20/25 foursome drop head coupe by Gurney Nutting; ref. H.4784.

ROLLS-ROYCE 20/25 limousine by Windover; ref. H.1533.

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18, Berkeley Street, W.1. May. 6266.

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OWNER-DRIVER 1934 Phantom Rolls 4-door Barker Sports Saloon, bucket seats, capacious boot, attractive carriage.

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1934 25hp 4-door saloon by Mann Egerton, small mileage, exceptional condition; £785.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [3096

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1934 20-25 Rolls-Royce drophead foursome coupe, Thrupp & Maberly, 41,000 miles, genuine, immaculate condition everywhere; £1,575.—J. F. Crawley, Western 6015. [3010

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ROLLS-ROYCE limousine, face-forward occasionals, R division, 20hp, first regd. 30.12.27, excellent condition; £475.—Clayton's Cars (London), Ltd., 357, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [3379

1934 (Oct.) Rolls-Royce 20/25 limousine by Barker, ride control, in really magnificent condition; part exchange and deferred terms.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3598

1937 Phantom III 40/50 touring limousine by Hooper, a car in specimen condition, maintained by Rolls, pre-war car with pre-war finish but with post-war appearance.—Phone or write Castleton Motors, Ltd., Rochdale 5885. [3254

1936 (September) Rolls-Royce 25-30 saloon, with disappearing division, Barker body, finished most attractive shade of blue and black, blue leather upholstery, H.M.V. push-button radio.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [1743

1933 Phantom II Rolls-Royce touring saloon, coachwork by Barker, H.M.V. press button radio, many extra fittings, generally fine chassis, the car in excellent condition throughout; £695.—Gideon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.) [3481

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1939 Rover 12 saloon, 6-light; £415.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3737

ROVER 12 six-light saloon, 1938, in excellent condition; £425.—Tel. A. R. B., High Wycombe 1152, office hours. [3556

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£595.—Rover 12 de luxe sal., mist green, genuine 33,000 miles, one careful owner.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558. [3644

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1936 Rover 14 sports saloon, in splendid condition; H.P. terms arranged.—R. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3594. [3001

1934 Rover Speed 14 2-door sports saloon, very good all round, £185; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [3166

£325.—1936 (June) Rover 14 sports saloon, immaculate throughout and mechanically perfect.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [3824

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1939 Rover 14 sports saloon, black, privately owned, exceptional condition, new tyres, low mileage; £550.—Palin, Barn House, Welford, Stratford-on-Avon. [3072

1949 (reg.) rebuilt Rover 14 saloon, black, blue leather upholstery, radio, taxed, £10 tax; £750, easy terms and exchanges.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon. Tel. Cro. 5470. [3920

ROVER 14 sportsman's 4-light saloon, black, original Rover superior finish, blue interior, late 1937; a specimen car for the year, one particular owner enthusiast, in exceptional mechanical condition; the performance is really superior to many cars of much larger years, very economical and thoroughly reliable, runs very quietly, perfect brakes, self-centring steering and delightful to drive, 300 miles' trial; also photo to genuine enquirer; honest car with years of trouble-free economical motoring; sacrifice, £370.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [3672

ROVER 14 Special Pilot, late '35; a most attractive, economical, really fast, true thoroughbred, sportsman's motor car, short coupled chassis, all-aluminium body, low streamlined Continental design, low swept tail, large outside luggage boot, spare wheel let in under boot, back number in glass panel; a very superior, most modern design, first rebore this week, perfect steering, wonderful brakes, quiet transmission and a pleasure to drive, 3 carburettors and definitely a pedigree outstanding pride of ownership car; must be tried to appreciate the superb handling and perfect flexibility from 10 to 80 in top without fuss; original superior finish black; genuine privately owned and perfectly maintained, genuine bargain; £275; 300 miles' trial; also photo to genuine enquirer.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [3673

ROVER 16

BASIL ROY.

ROVER 16 saloon, registered January, '42, mileage 8,000, special twin horns and fog lamp, special loose covers, condition as new, one careful owner.—161, Gt. Portland St., W.1. Langham 7733. [3050

LAYTONS OF OXFORD offer:—

£1165.—1947 Rover 16 six-light saloon, genuine low mileage, finished in most attractive grey with blue interior, fitted Radiomobile, heater and spotlight; taxed December, a really immaculate car, fully guaranteed; terms if required.

LAYTONS OF OXFORD (MOTORS), Ltd. New Rd., Oxford. Tel. 3381. [3237

1939/40, registered late 1939, Rover 16hp 4-door sunshine roof saloon, six light, beautifully finished in black, bodywork and paintwork in really superb order and equal to 1948 condition, interior in blue leather with blue carpets to match, all of which is practically unmarked, mechanically this car is almost the equal of a new car the engine having just been extensively reconditioned including reboring, new bearings, etc., at a cost of over £100, not yet run on the road, a really specimen car that will not fail to more than please the most discriminating Rover enthusiast, a car that is a pleasure to drive and a joy to behold, taxed to the end of the year, any examination, 100 mile trial, a genuine car and a genuine bargain; write for photo: £550.—E. Hanson, 13, Cross St., Pendleton, Salford, 6, Nr. Manchester. Tel. Pen. 3457. [3206

1947 Rover 16hp, 12,000 miles only; blue, blue leather; heater, H.M.V. radio, immaculate; £1,075.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [3624

FOR sale, 1937 Rover 16.9 saloon, good condition, excellent running order; price £575; no dealers.—B., 61, South St., Epsom. [9669

1939 Rover 16 saloon, black, very carefully maintained; £630.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [2622

1947 (July) 16 Rover 4-light sports sal., 7,000 miles, grey, blue leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538.

ROVER 60 & 75

TOM GARNER, Ltd., offer:—

1949 Rover 60 sports saloon, black with grey leather, 12,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3317

PHILIP RICKARDS, Ltd., offer:—

1948 Rover 75 sports saloon, 6,000, one owner.—4, Brick St., Park Lane, London, W.1. Gros. 47/2-3. [3705

WARWICK WRIGHT Ltd., offer:—

1948 Rover 75 six-light saloon, black, red leather, 7,000 miles; £1,550.

1949 Rover 75 sports saloon grey, grey leather, 12,000 miles; £1,525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3650

MANN EGERTON & Co., Ltd., offer:—

1948 Rover 75 sports saloon, grey with maroon leather upholstery, sunshine roof, mileage 10,000; £1,485.

14, Berkeley St., London, W.1. Regent 2073.

1948 (November) Rover 75, grey, green leather, 9,000 miles, radiomobile; £1,450.—Ravensbourne 4171, after 6 p.m. [3536 [3547

1948 (June) Rover 75 saloon, green, leather interior, 11,000 miles, specimen condition throughout; £1,395. Also:—

1949 (April) Rover 75 saloon, black, red leather, 12,000 miles, unblemished condition; £1,450; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [3578

1948 Rover 75 6-light sal., 12,000 miles, black, red leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [3330

1948 July Rover 60 sportsman's saloon, 15,000 miles; £1,235.—J. Davy Car Sales, 9 Logan Place, Earls Court Rd., W.8. Western 6493. [2745

1948 (Dec.) Rover 60 sal., black/grey, 10,000 miles, radio, exc. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [3331

4000 miles, March 1949 Rover 75 sports saloon, radio, as new; £1,55/.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493.

ROVER 60 1948 (August) sports de luxe saloon, heater, wireless, 10,540 guaranteed, just as new; reasonable offer; consider exchange, terms.—278, Chester Rd., Castle Bromwich. [3364

1948 (November) Rover 75 4-light saloon, black, red leather, H.M.V. radio, excellent condition throughout; £1,465.—Dobsons, Ltd., Rover agents, Staines, Middlesex. Tel. 801. [1899

1948 Rover 75 six light saloon, black, red leather upholstery, fitted radio and heater, one owner since new, 9,000 miles, indistinguishable from new; £1,475.—Hungerford Motors, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3560 [3452

ROVER MISCELLANEOUS

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0213

CAMDEN MOTORS.—Rover 20hp sportsman's special 4-light saloon, 1939, black, green leather, several special features, magnificent performance; £595.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1938, original maker's finish, one owner since 1940, stored war years, moderate mileage; £535.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1947-8, in magnificent condition, low mileage, finished Rover green, fitted radio; £995.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1936, finished pearl grey with very clean red leather interior, very sound mechanically; £295.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, finished black, red leather, engine extensively reserviced, new battery fitted, three new tyres; £395.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937-8, similar model to above but somewhat less mileage, believed stored during war, very superior condition; £445.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1939, late type model with post-war features, one owner since new, exceptionally clean appearance; £625.

CAMDEN MOTORS.—Rover 14hp foursome drop head coupe, 1939, late property of professional gentleman but used only for pleasure trips, other car kept, immaculately finished silver grey with blue leather and brand new hood, fitted twin passlights, trumpet horns, Fram oil coil and other extras, magnificent mechanical order; £695.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1936, in excellent condition for the year, with typical smooth Rover performance, all tyres renewed March this year; £315.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, smart car, nicely finished in maroon with leather interior to match, brakes and clutch just relined, genuine value for money at £575.

CAMDEN MOTORS.—Rover 12hp sportsman's saloon, 1939, in beautiful condition, cellulose practically without blemish, interior in similar condition, maintained and serviced by Rover specialists since new; £635.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1946-7, one owner since new, immaculately finished in Rover grey, original tyres in excellent condition, very low mileage; £895.

CAMDEN MOTORS.—Rover 10hp saloon, 1940, identical in appearance to post-war model, sound engine and clean appearance; £565.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1947, registered July, unused for 12 months, speedo reading under 10,000 miles, fitted radio and in condition indistinguishable from new; £975.

CAMDEN MOTORS.—Rover 10hp saloon, 1936 quite a nice example, carefully maintained, finished in dark blue and fitted three new Dunlop tyres; £295.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard. Tel. 2041-2-3. Write for our 18-page post-free catalogue and details of our free delivery service, refund of additional petrol tax for 2,000 miles of motoring, refund of purchasers' fares, etc. Easy and confidential hire-purchase facilities. Part exchanges. Showrooms open 9 a.m. to 8 p.m. six days a week. [3950

BROOKLANDS.

1949 Rover 60 saloon, finished black with red leather, speedometer reading 11,000 miles.

1947 Rover 16hp saloon, fitted wireless, heater and many extras, exceptional condition throughout.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [3843

CAR MART, Ltd.

ROVER 10 1946 saloon, 16,000 miles; £895.

ROVER 12 1947-8 touring car, 5,000 miles; £1,095.

ROVER 75 1949 saloon, 4,000 miles; £1,595.

ROVER 75 1948 saloon, radio, 9,000 miles; £1,475.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3424

COOMBS & SONS (GUILDFORD), Ltd.

OFFER:—

1948 Rover 16 black saloon, mileage 18,000, excellent condition.

1947 Rover 14 sports saloon, blue, really good car.

WE welcome any inspection.

COOMBS & Sons (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6913

GORDON CARS (LONDON), Ltd.—1948 Rover 60 saloon, grey, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Rover 16hp saloon, black, 10,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Rover 16 sports saloon, black-brown leather, exceptional.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348.

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

Rover Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150 Park Lane, W.1. Grosvenor 3434. [0971

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6179

WANTED post-war Rovers, all models.—Send details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0021

URGENTLY required, good pre-war Rover.—Hattie.d, 154, Gt. Titchfield St., W.1. Langham 0012. [3[illegible]

POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 448d.

PRE-WAR Rover cars in good condition wanted.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [2829

ALBONS of Barking purchase for cash post-war Rover cars.—105-7 Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

JACK ROSE, Ltd require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7675

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7396

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

CAMDEN MOTORS, Ltd., require to purchase Rover saloons and drop heads of all horse-powers in good clean condition, 1938-40; write call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4602

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

Rover Spares and Service

DRY'S GARAGE, Ltd. Kenton Rd., Kenton. Rover main agents. Sales and service: Wordsworth 1145.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [7127

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

TOM GARNER, Ltd., offer:—

1949 Singer SM 1500 saloon, blue with beige leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3318

SIMPSON'S MOTORS offer:—

SINGER Le Mans sports, 1936 model, moderately low mileage; £295.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [9141

BRAY MOTORS.—£225; 1934 Singer 9 Le Mans sports 2-seater, reconditioned engine, unworn tyres, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3932

1938 Singer 10 saloon, immaculate; £365.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3951

1949 Singer 10 saloon, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3589. [3608

£250.—1938 Singer 9 de luxe saloon, exceptional condition, leather, sun roof; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3744

1936 Singer 1½-litre Le Mans Speed model, body and mechanical condition exceptional, not raced, owner buying saloon; £275 or near offer.—Noo's Nurseries, Cokeham Lane, Sompting, nr. Worthing. Lancing 3371. [3291

450 gns.—Singer Super 10 (May, 1946) de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4011

Singer Cars Wanted

RAYMOND WAY, the hire purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Aidans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models: please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

SPORTS CARS

BLAKES,

THE Northern Sport and

RACING car specialists, offer:—

SEVERAL times recently we have observed advertisements for "the finest Jaguar 100 in existence"; now, unfortunately we must join in this line-shooting contest, but this really is it.

1939 Jaguar 100 3½-litre, genuine 17,000 miles, over £450 recently spent on making this car perfect in every detail, XK type carburettors, 10 to 1 comp. ratio, etc., etc., cycle type wings, body finished in silver, with new hood, screens, tonneau and tyres, full history and performance figures available: £750.

WE also have several other interesting sports cars, including:—

1936 Riley Sprite 2-str., finished in silver with red interior, complete mechanical overhaul and brakes relined 3,000 miles ago, fitted crossflow head, aero screen, full instruments and fitted suitcase, this is a particularly good example; £595.

1938 (Oct.) Frazer Nash Boulogne II 2-str., fitted with 1½-litre Meadows engine, body finished in green and chrome, with black interior, new hood, brakes relined and mechanically checked by ourselves, pressure fuel system, good tyres, one of the last of the chain-gangers; £495.

1934 Singer 9 Le Mans 2-str. in cream with red wings and interior, 4 good tyres, maroon hood and cover, steering overhauled, reputed 1956 engine; £235.

BLAKES buy and sell racing and sports cars of all types, specialists in vintage Bentleys; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110 Bold St., Liverpool.

ROYAL 6622. Grams, "Autocar, Liverpool."

B. & G. MOTORS offer:— [3345

£285.—M.G. 12hp Magnette open special supercharged 2-seater, black, immaculate, full touring equipment, Marshall blower, two spare wheels, goes like the clappers.

£215.—Singer 9 Le Mans Special 2-seater, taxed, black and silver, specially tuned engine with bronze head, foldflat and aero screens, good hood and sidescreens, excellent tyres, Notek spotlight, twin horns, etc., etc., a really smart car in beautiful condition.

£150.—Austin 750cc Ulster T.T. 2-seater, taxed December, British racing green, all over tonneau cover, outside exhaust, foldflat screen, the pukka engine pressure fed crankshaft, excellent tyres and battery, really fast and economical coupled with reliability, ideal for everyday use as well as club events.

£148.—Singer 9 open sports 4-seater, cream and chromium, foldflat screen, large speedo and rev counter, twin carburettors, new tonneau cover, good sidescreens, etc., fast, attractive and reliable car.

B. & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [3661

CHARACTER CARS offer:—

ALFA-ROMEO 1934 supercharged 17/50 drop head coupe, recellulosed, replated and retrimmed, £10 tax.

ASTON MARTIN 1937 2-litre 4-door sports saloon in quite exceptional condition throughout.

ASTON MARTIN 1933 short chassis 2-4-seater.

ALVIS 1934 Speed 20 tourer, entirely reconditioned.

BENTLEY 1925 Blue Label Gurney Nutting tourer, exceptionally low mileage, £10 tax.

BUGATTI type 40 2-seater, in very fine condition.

LEA-FRANCIS 1928 Hyper 2-seater, completely rebuilt (professionally) as original.

ROLLS-ROYCE 1920 Silver Ghost limousine by R. Vanden Plas, Paris.

CELLULOSING service par excellence, expert, honest and inexpensive workmanship; immediate quotation a pleasure.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

PLEASE note change of Telephone Number to Liberty 7677-8

CHARACTER CARS, 125-126, Haydons Rd., Wimbledon S.W.19. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [3884

SPEEDSTERS, Ltd.—See under Alfa-Romeo. [3634

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300

5% discount for cash customers.

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn N.W.6 (150 yds Kilburn Park Station, Bakerloo Line). Mal 6044 (10 lines). [3577

S. G. SMITH (MOTORS), Ltd., offer:—

1947 (August) T.C. M.G., mileage 12,000, black, fitted radio; £525.—S. G. Smith (Motors), Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444.

VERITAS 130mph 2-seater; and 1949 Frazer Nash Le Mans Replica; others.

ANTHONY CROOK MOTORS, Town End Caterham Hill Surrey Tel 466 [5570

£165.—1934 Singer 9 Le Mans coupe, sound, attractive car.—Fin. 1630. [3061

STREAMLINED super sports 1¾-litre, 1948, Lea-Francis, very fast, 30mpg; what offers?—Finchley 1096. [3829

PERFORMANCE CARS of 21, Daleham Mews, Beisize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1937 (September) Alvis Speed 25 tourer by Vanden Plas, £570; 1934 Riley Kestrel 9 saloon, £145; J.2 M.G. 2-seater, red, £215; 1936 M.G. 9hp P.B. type streamlined utility, several defects, £175; 1940 M.G. T.A. 2-seater, £385; 1937 Renault Primaquatre 18hp drop head foursome, £185; 1947 Austin 8, ex-W.D., black, £275; 1936 Frazer Nash Blackburne twin cam 2/4-seater, with Arnott lay-out complete, £350; 1936 Singer 9 Le Mans 2-seater, slabtank, twin spares, £190; 1937 S.S. Jaguar 100 2-seater, £450; 1924 Rolls-Royce 21hp coupe, four-wheel brakes, £150; 1940 Peugeot 402B de grand luxe saloon, £350; 1935-41 Delage D8/85 streamlined coupe by Figoni, I.F.S., £325; 1925 Bentley 3-litre red Label 2-seater, 9ft. 100 mph chassis, £225; 1929 Buick saloon, amazing condition, £40; 1940 Rytecraft 2½hp 2-seater, 80 mpg, £90; immediate insurance, hire purchase on all cars; regret unable to cope with written enquiries until further notice. [3888

AUSTIN 8 Ulster sports car, excellent condition, economical; £135.—E. G. Brightman, "Springwell," Orchard Lane, Prestwood, Bucks. [3079

INVICTA 1929 4½-litre sports 2-4-seater, stored several years, mechanically very sound, low oil consumption, petrol 17mpg, seen London.—Box 5717. [3373

1922 30/98 E model Vauxhall, fitted Delage front axle, in perfect working order; £100.—Jack Wadsworth Motors, 39, St. Johns Rd., Isleworth. Hounslow 0826. [3264

TYPE 55 B.M.W. 2-str. sports, beautiful condition, sleeved, new battery, tyres, many extras, fast; £375, from—S. & S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [3862

1939 Riley 16-4 sports saloon, in excellent condition, over 80mph; £500; would part exchange Aston Martin, Red Label.—129, Church Lane, Birmingham, 20. [3121

£65.—Circa 1930 Swift tourer, in original splendid order, full wet weather equippage, necessary spares for many years' motoring.—Flt. Lieut. Barker, 15, Stanton Ave., Northampton. Moulton 5288. [3885

FORD Ten Special, professionally built two-seater, Marshall supercharger, independent front suspension, fast road or trials car, six firsts last season.—Smith, Plashes, Buntingford (166), Herts. [3109

DELLOW fitted Meadows E.D.4, outstanding performance and record, mileage under 1,000, complete with many spares, including deflector head.—Full details from Cox, 15a, Stratford Rd., Shirley, Birmingham. [3382

IMMACULATE 4½ Lagonda sports saloon in cream, R.A.C. or A.A. examination, late 1934 model, sell for £350 or exchange for open sports, cash either way.—P. Weaver, 12, Burton Road, Melton Mowbray. Tel. 535. [3094

V.8 C.S.M. Special, first registered Feb. 1949, Mercury engine, 4-speed gear box, telecontrol s/absorbers, an exceptional high performance car, finished blue; £535.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3694

12hp British Salmson twin ohc 4-seater tourer, reg. Sept., '38, completely overhauled and maintained by professional engineer, whole car in perfect condition, new tyres, resprayed, complete with tools, books, etc.; nearest to £350.—Rippleway 3666. [3120

£25.—1926 Talbot 14, good mechanical, rear half of body requires rebuilding; £35, open tourer, 12hp, 1928, reliable, taxed; £45, B.S.A. 3-wheeler, 1932, engine recently renovated, taxed.—Colin A. Lee, 2, Rivercourt, Taplow, Bucks. Maidenhead 2713. [3116

1937 Model, Frazer-Nash-B.M.W. type 55, 2-seater drop head coupe, coachwork by Reuter, red with red leather upholstery, 86 mpg, 60 mph in third gear, independent front suspension, 3 Solex carburettors, a really fast, comfortable and reliable motor car, in first-class condition throughout; £360.—Macklin, Bore Lane, Mudeford, Hants. Tel. Christchurch 112. [3357

ALTON GARAGE offer an Alvis Special of particular interest, special chassis with I.F.S., self-change gear box, open 4-seater body, and 8-cylinder 4½-litre experimental engine of immediate pre-war period (not F.W.D. unit); this engine is virtually unique and gives very considerable power, high axle ratio, very full road equipment, and £10 a year tax; magnificent ultra-high performance sports car for road or club events. Also:—

£175.—O.M. 2-litre super sports 4-seater, lovely vintage car in original condition

£175.—1933 Riley 9 Monaco saloon, very fine order

£175.—1933 Wolseley E.W Hornet special 4-seater, new tyres

£175.—Delage 1928 D.M.S. saloon, in truly beautiful order. Van Vooren body

ALTON GARAGE, "The Alvis People," 17, Brook Mews North, Craven Rd., Paddington 3952 & 4710.

ASTON MARTIN Ulster 1½, low mileage, new condition. Bugatti Grand Prix 51 type supercharged, ex-works car, cost over £10 000 (see Racing Cars); Darracq 1939 model 4-litre, streamlined Paris Show coupe by Figoni & Falaschi, 17,000 miles, as new, royal blue; Hotchkiss Paris Nice, choice of 2-door sports saloons, maroon and beige; 2/4-seater fixed head coupe, Swiss blue; 4-door sports saloon, very low mileage, identical to current model, new condition, royal blue; Lancia Aprilia Farina foursome drop head, 1939 model (reg. 1948), low mileage; Mercedes-Benz, choice of 1937 model supercharged 500K roadster, 2-seater, beautiful condition, maroon and pigskin; 1939 model 540K 2/3-seater drop head, £800 works overhaul after long storage, ivory and beige, as new; Talbot 110 (ex Mike Couper), Brooklands record car, 130 mph, super sports Brooklands 2-seater, rebuilt at fabulous cost, beautiful condition.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [3589

Sports Cars Wanted

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hampstead 8707

S.S.

S.S.-90 grey 2-seater, registered 31/8/37, Fram, good condition and performance, seen Coventry; offers over £250.—28", Staines Road, Twickenham, Middlesex.

STANDARD 8

SIMPSON'S MOTORS offer:—

1947 (late) Standard 8, 8,000 miles, immaculate low mileage motor; £525.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [9139

CHARLES RICKARDS, Ltd., the house of standing and repute.

1947 Standard 8 drop head coupe, fawn, carefully fully used, low mileage; £495.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3321

1947 Standard 8hp grey saloon, exceptionally smart little car inside and out; £475.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3908

1948 Standard 8 tourer; £475, very exceptional condition as owned and maintained by

RONALD KENT (COACHBUILDERS), Ltd., Coat Whay Rd., W.12. Tel. She. 3456. [1303

1939 Standard 8 drop head coupe, good condition; £275.—77, Hampden Rd., Hitchin. Tel. 1562. [3677

1946 Standard 8 saloon, radio; £435.—George Newman & Co., 369, Euston Rd., N.W.1. Euston 4466. [3564

265 gns.—1940 Standard 8 tourer, excellent condition.—Autosnips, 5, Balham High Rd. Balham 1509. [3759

1939 Standard 8 saloon, excellent runner; £260.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3980

1946 Standard 8hp saloon, black, one owner; £410.—John Wilson Autos, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260 [3161

1947 Sept. Standard 8 saloon, black with brown upholstery, 23,000 miles; £415.—Corbitt & Taylor, 22, Conduit Mews, W.1. Amb. 6049. [3472

1948 (July) Standard 8hp grey tourer, 11,000 miles, almost new condition; £500.—Gates Motor Engineering Co., Ltd. Tel. Brockenhurst 3337. [3885

1946 Standard 8 saloon, in good condition throughout; £425.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441.

1945 (Sept.) Standard 8 saloon, black, excellent condition throughout, one owner; £399.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7189

12000 miles (December) 1947 black saloon, left-hand drive, opportunity to acquire nearly new car at moderate price; £450, nearest.—Hurst, 7, Radcliffe Rd., Croydon 1503. [3635

1948 (Feb) Standard 8hp de luxe saloon, black, genuine 11,000 mls., as new; £530.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2928

1947 (June) Standard 8 4-seater tourer, black, genuine mileage 18,500, taxed, as new throughout, any trial; £415.—Minchin, 25, Park Lane, Tilehurst, Reading. Reading 67360. [3260

BRAY MOTORS.—1939 Standard 8 sports tourer, grey, blue interior, fitted radio, new tyres, new engine, twin spotlamps, new mohair hood and screen, must be seen to be truly appreciated; also 1939 Standard 8 saloon at £239.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3931

£325.—Standard 8 1939 drop head coupe, excellent hood, little used, mechanically excellent, choice of two; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6 (50 yds Holland Park Tube). [3269

£295.—Standard 8hp saloon, 1939, clean black cellulose with real leather upholstery, tip-top little runner.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities. Part exchanges. Free delivery.

STANDARD 9

COLINDALE SERVICE STATION offers:—

1938 Standard 9, reconditioned engine, all new tyres, very clean interior, recellulosed in grey, three months' guarantee; £295.—Colindale Service Station, 155, 157 & 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [3451

1933 Standard Little 9 saloon, 4-door, in exceptional condition, original finish; £150.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3974

179 gns.—1936 Standard 9 4-door de luxe, excellent condition; also 1932 ditto, 105gns.—Autosnips, 5, Balham High Rd. Balham 1509. [3760

£295.—Standard 9 saloon, 1939, black, perfect runner, bargain.—M.B. Motors, 356, New Cross Rd., London, S.E.14. Tideway 3779. [1889

£285.—Standard 9 1937 sln., really excellent appearance and condition throughout, choice of two; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6 (50 yds Holland Park Tube). [3270

STANDARD 12

OVERSEAS CARS, Ltd.

1946 Standard 12 saloon, choice of two, black; £595 and £625.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2734

1939 Standard 12 drop head coupe, 1949 condition; £445.—Below.

1938 Standard 12 drop head coupe, very nice order; £335.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3979

1939 Standard 12 drop head coupe, black and red leather, fitted radio, very clean throughout; £445.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [8230

1948 Standard 12 drop head coupe, perfect; £775.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [3896

1948 12hp d.h. coupe, black/red hide upholstery, low mileage and exceptional condition; £825.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3695

£250.—One owner 1935 Standard 12 de luxe sun saloon, thoroughly reconditioned (bills for £200 shown) and prepared for Alps; death causes sale.—Ring Mill Hill (London) 2834 after 29.7.50. [3127

1948 (August) Standard 12 drop head coupe, finished black with red upholstery, one owner, 12,000 miles; £765.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3913

495 gns.—Standard 12 (April, 1947) de luxe 4-door saloon, black, sliding head, green leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4015

TANKARD & SMITH, Limited, offer 1939 Standard 12 super 12 saloon in black with brown leather, 2,000 miles only on replacement engine, recently recellulosed and in beautiful condition throughout, three months' written guarantee, also 200 guaranteed used cars of all makes.—198, Kings Road, S.W.3. Tel. Flaxman 4801-2-3. [3304

£345.—Standard Flying 12hp saloon, 1938 (July), 16hp body, very desirable car, finished in original black cellulose with plain trimmed red leather interior, one owner since new; engine just decarbonized and thoroughly reserviced by same County Standard Distributors who have maintained this car since new, several extras.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3; easy and confidential hire purchase facilities; part exchanges; free delivery. [3956

STANDARD 14

ROUNDABOUT offer:—

1948 Standard 14hp saloon, colour black, recorded mileage, 11,000, one owner; £795.—ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [3300

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black with red leather upholstery, 7,000 miles; £815.—H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [4028

STANDARD 14 1948, low mileage, black, fitted radio, as new; £795.—THE PANTILES SERVICE GARAGE, Portsmouth Rd., Burpham, Nr. Guildford, Surrey. Guildford 5326.

1947 (June) Standard 14hp, mileage 18,000, perfect; £775 or nearest offer.—Box 5669. [3242

1946 Standard 14 saloon, black low mileage, car in excellent condition and thoroughly recommended; £625.—FERRARIS of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3520

1938 Standard 14 drop head coupe, black, red leather, special coachbuilt body, unused 6 years, immaculate condition; £400.—Woo. 3167. [3277

1948 Standard 14 de luxe saloon, one owner, small mileage, black, red leather, chauffeur kept, immaculate; £795.—Tanner Bros., 871-875, Fulham Rd., S.W.6. Renown 4494. [3482

1948 Standard 14 saloon, grey, blue leather, immaculate throughout, 12,000 miles, one owner, any trial; exchanges or terms.—Imperial Motor Mart, Cheltenham 2065. [3741

1947 Standard 14, grey, blue upholstery, low mileage; unrepeatable at £685.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5-6. [3446

STANDARD 20

STANDARD Avon Special saloon, 4 seats, taxed year, sound car; £195.—54, Crossways, Gidea Park, Essex. [3091

1937 Standard Flying Twenty; bargain £135.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mal. 1627. [3947

WALTER SCOTT, Ltd.—Late 1937 Standard Avon 20hp sports saloon, black, excellent condition; bargain, £325.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [2774

STANDARD VANGUARD

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Standard Vanguard saloon, colour bronze, brown leather, mileage 9,000, in perfect condition; £965.—W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N 12. Tel. Hillside 4444. [9190

OVERSEAS CARS, Ltd.

1949 Standard Vanguard, black, radio and heater, 6,800 miles; £985.—OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [1079

H. A. SAUNDERS, Ltd., offer:—

1949 Standard Vanguard saloon, green with red upholstery, 4,000 miles; £995.—H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [4030

1949 (June) Vanguard saloon, blue, 14,000 miles, —Wadcol Motors, 150, West End Lane, N.W.6. Hampstead 1177. [3338

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

1949 (July) Vanguard, mileage 9,600, gunmetal red leather, H.M.V. radio, heater, unblemished; £975.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Sloane 4727. [3930

ROSE & YOUNG, Ltd., offer 1949 Standard Vanguard saloon, grey, radio, heater, bargain; £875.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1034

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 12 coupe, 1948, 11,000 miles; £875.

STANDARD Vanguard saloon, 2,000 miles, 6 months' guarantee.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3425

GORDON CARS (LONDON), Ltd.—1948 Standard drop head coupe, black, radio, particularly attractive.—Below.

GORDON CARS (LONDON), Ltd.—1948 Standard 14 saloon grey, as new.—Below.

GORDON CARS (LONDON), Ltd.—1947 Standard 8 drop head coupe, grey-blue, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3 Tel. Flax. 4801-3.

Standard Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

POST-WAR Standard required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0151

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. [0670

CARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

ADVERTISER wants 39-40 Standard 14 drop head coupe, body and upholstery must be thoroughly good; advertiser has replacement engine to fit; price must be reasonable.—Box 5644. [3132

Standard Spares and Service

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3323). [0859

S&T

SERVICE and spares for all models.

MANUFACTURERS' largest stockists in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Aspey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD and Triumph spares, sales and service.—R. Martin, Standard House, Highgate Village, N.6. Mountview 3413. [0408

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0294

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [1572

HALLS (Finchley) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley N.3. Finchley 5908-9 [0002

STUDEBAKER

ACLAND & TABOR, Ltd., offer:—

1937 26hp Studebaker fixed head coupe, overdrive, heater, new condition; £375.—APPLY North Road Garage, Welwyn 481. [3510

STUDEBAKER coupe; £250, or exchange for utility or saloon.—56, Wannock Av., Willingdon, Sussex. [3123

1938 Studebaker 26hp 4-dr. saloon, heater, taxed year; £375. Tel. Folkestone 3206, after 6 p.m. [3112

A. E. PALMER has for disposal two Studebaker Champions 20hp 2- and 4-door saloons, 1948/9 models, r.h.d., in first-class order, low mileage, one owners, radio, heater etc., £1,750 and £1,850; terms, exchange.—12, Church St., Luton 1422. [2990

1947 (June) Studebaker Champion 22hp four-door saloon, new look body, very economical, fitted radio, heater, etc.; £1,275; terms, exchanges.—Whitehall Motors (Coventry), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 2196. [3243

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903.

SUNBEAM

£170.—Sunbeam coupe 1933 18hp, recent £90 overhaul, excellent appearance.—Sadler, 111a, Ruden Way, Epsom Downs, Surrey. [3768

SUNBEAM-TALBOT

BROOKLANDS.

1949 Sunbeam-Talbot model 90, metallic grey, brown leather, fitted radio and heater, immaculate throughout.

103 New Bond St., W.1. Tel. Mayfair 8351/6. [3846

CAR MART, Ltd.

SUNBEAM-TALBOT 80 1949 saloon, 6,000 miles; £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3426

HAROLD RADFORD & Co., Ltd.

1949 Sunbeam-Talbot 80 saloon, one owner, 10,000 miles, silver, green, with radio, in first-class condition throughout.—HAROLD RADFORD & Co., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

WARWICK WRIGHT, Ltd., offer:—

1948 Sunbeam-Talbot 80 saloon, satin bronze, red leather, 10,000 miles; £1,195.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3651

1937 18 sports saloon, unused since £150 overhaul, silver grey; £425 or near offer.—Langston, Sunset Kington, Herefordshire. [3804

GATEHOUSE offer:—1940 (July) Sunbeam-Talbot 4-litre semi-razor edged saloon with division, one owner, a very attractive car; £695.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [3443

SUNBEAM-TALBOT sports tourer, first registered October, 1947, perfect; £600; no offers.—Advertiser, Kelvin Lodge, Brimington, Chesterfield. [3225

1949 Sunbeam-Talbot 80 saloon, metallic grey with grey leather, one owner, low mileage; £1,250.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [3228

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot saloon, grey-grey cloth, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1949 Sunbeam-Talbot 80 streamstyle saloon 6,000 miles, late property of a nobleman; £1,075.—Broadway Motors, 67, High St., Hounslow. Tel. 0175.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, finished in original dark blue cellulose, tip-top little runner, unrepeatable opportunity at the price; £445.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, immaculately finished in polychromatic bronze with natural hide upholstery and light grey mohair hood, appearance would not disgrace post-war model, one owner since new, maintained and serviced regularly by county Rootes distributors; £585.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, similar model to above but a shade less immaculate and slightly higher mileage, an excellent car mechanically, engine thoroughly reserviced, all tyres recently renewed, fitted new battery; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, finished metallic grey, grey leather, whole car in very clean condition, fitted several extras; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1940, a scarce and highly desirable car, tip-top performance, original throughout; £525.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Write for our 18-page post-free catalogue and details of our free delivery service, refund of additional petrol tax on 2,000 miles of motoring, refund of purchasers' fares, etc. Easy and confidential hire-purchase facilities. Part exchanges. Showrooms open 9 a.m. to 8 p.m. six days a week. [3951

1948 (April) Sunbeam-Talbot drop head coupe, 14,000 miles, metallic grey, excellent condition throughout; £895.—Walton-on-Thames Motor Co., Ltd., Walton 200. [3534

1949 Sunbeam-Talbot 80 Streamstyle saloon, exceptionally attractive car, black/brown, low mileage.—Autowork (Winchester), Ltd Tel Winchester 4834/3406. [3389

1940 Sunbeam-Talbot 4-litre saloon, host of expensive extras, unquestionable condition throughout.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [3389

1947 (Dec.) 2-litre Sunbeam-Talbot saloon, one owner, genuine 8,000 miles, colour black, in nearly new condition; £895 or near offer.—Puggle, bushey Heath, Herts. Tel. 1685. [3297

1949 Type 90 saloon, 8,500 miles, metallic bronze, red hide upholstery, fitted H.M.V. radio, faultless condition; £1,255.—H. A. Saunders, Ltd., 144, Gooders Green Rd., N.W.11. Speedwell 0011. [3893

1949 (Feb.) Sunbeam-Talbot 80 saloon in bronze with red leather, guaranteed 6,000 mls. only, as new; £1,095.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1681.

1949 14hp Sunbeam-Talbot 90 saloon, finished green/fawn leather upholstery, 8,000 miles, one owner, as new; £1,225.—R. F. Powell Motors, Ltd., 521, Romford Rd., Forest Gate, London, E.7. Maryland 4818. [3229

SUNBEAM-TALBOT 10 four-door sports saloon, 1939, radio, new tyres, engine overhauled as new, taxed to end of year, privately owned by lady and carefully looked after, coachwork immaculate, black; appearance as 1949 model; £585 or offer.—Tel. Barnet 6434. [3204

4-litre sports saloon, 1940, newly repainted blue-grey and reconditioned by makers, specially equipped and ideal for foreign touring, one owner, now overseas; car carefully maintained at British diplomatic mission abroad, now visible London area; exceptional condition.—Box 5654. [3571

TANKARD & SMITH, Limited, offer 1947 Sunbeam-Talbot 10 saloon in black with brown leather, speedometer reading 21,000 miles, believed genuine, immaculate condition throughout, £765; three months' written guarantee. Also 200 guaranteed used cars of all makes.—198, Kings Road, S.W.3. Tel. Flaxman 4801-2-3. [3305

1948 (March) Sunbeam-Talbot 10 de luxe 4-door saloon, luxuriously equipped, finished jewel-lescence, gunmetal grey, grey upholstery, fitted radio and loose covers, appearance absolutely spotless, one owner, quite outstanding low mileage car; offered with written guarantee at attractive price; exchanges, deferred.—H. F. Edwards, 154, Gt. Titchield St., W.1. Langham 0012. [3716

Sunbeam-Talbot Cars Wanted

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3734

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

CHARLES RICKARDS, Limited, wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Road, W.2. Paddington 1820. [3529

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers, in good clean condition, 1938-40 and post-war; write, call or tel., stating price required.—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115 [4603

Sunbeam-Talbot Spares and Service

CROYDON'S Sunbeam-Talbot spares specialists.—Manton Motors, Ltd., 25-27 and 27-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0519

TALBOT

SCUDDER & WALL offer:—

1938 Talbot 3-litre 4-door sun saloon, black, manual gear box, wheel discs, just fitted new king pins and bushes, spring set up, new piston rings, clean motor car throughout; price £365.—PART exchanges welcomed.—53, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [3954

TALBOT 10 drop head coupe, black, one owner; £350.—Cattermoles, 79, Pentonville Rd., N.1 [2790

TALBOT 65 sports saloon, 1934, excellent condition, new battery and tyres; 66,000 miles genuine; £125.—142, Staines Rd., Bedfont, Middx. [3216

£125.—21hp Talbot 105, 1934, black, sports saloon, only 66,000, excellent running condition, owner going abroad.—Oulton, 5, Oldfield Close, Little Chalfont, Bucks. Tel. 2461 (evenings). [3117

A 1936 model 110 Talbot Vanden Plas sports tourer, genuine mileage 45,000, engine and chassis completely dismantled, checked and passed 100%, coachwork unmarked, a most attractive car in first-class condition; £695.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [3298

295 gns.—Talbot (1936) 21hp, Speed 105, 4-door sports saloon, silver grey, sliding head, blue leather, preselector, Ace discs, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Sutherland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4016

TRIUMPH

BROOKLANDS.

1949 Triumph model 2000 roadster coupe; choice of three.

103 New Bond St., W.1. Tel. Mayfair 8351/6. [3845

CAR MART, Ltd.

TRIUMPH 2000, 1949, saloon, heater, 13,000 miles; £1,195.

TRIUMPH 2000, 1949, roadster, radio, 5,000 miles; £1,095.

TRIUMPH 1800, 1948, saloon, 7,000 miles; £1,125.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

NEWNHAMS, Ltd

1948 Triumph 1800 Roadster, green with red, carefully maintained.

1947 Triumph 1800 razor-edge saloon black with fawn, low mileage.—NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1003

OVERSEAS CARS Ltd.

1948 Triumph 1800 saloon, grey; £1,025.—OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2755

PHILIP RICKARDS, Ltd., offer:—

1949 Triumph razor-edge saloon, 2,000cc, mileage 8,000, black/beige.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3704

ACLAND & TABOR, Ltd., offer:—

1948 Triumph 1800 roadster, 4,000 miles, grey, blue leather, as new; £975.

1948 Triumph 2000 roadster, 14,000 miles, immaculate; £925.—APPLY North Road Garage, Welwyn 481 [3511

PHILIP RICKARDS, Ltd., offer:—

1949 Triumph roadster 2000, H.M.V. radio, grey/maroon, 4,000, immaculate.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3711

McKINNON MOTORS, Ltd., offer:—

1949 June Triumph 2000 razor edge saloon, black, leather, 9,000 miles only, heater, taxed Dec.; £1,250.

1949 March Triumph 1800 razor edge saloon, grey, grey leather, 7,000 miles only, taxed Dec.; £1,195; trade enquiries welcomed.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [3241

H. M. BENTLEY & PARTNERS have available:—

1947 (March) Triumph roadster, finished in gun-metal with blue leather interior, small mileage and in excellent condition; £785.

SACKVILLE House, 40, Piccadilly, W.1. Sloane 3094. [1149

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, 1,600 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey, H.M.V. radio, 4,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 roadster, green, 5,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 roadster, grey, 16,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3531

1948 Triumph 1800 saloon, 15,000 miles only; grey, grey leather; £975.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [3623

BRAY MOTORS.—£350; 1937 Triumph Vitesse sports saloon, pale green, excellent runner, very attractive.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3937

1948 Triumph roadster, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3617

CASS'S MOTOR MART.—1939 Triumph 14/60 sports saloon, blue, excellent, written guarantee.—5, Warren St., W.1. Euston 3523. [3178

1949 Triumph 1800 razor edge saloon, black/beige leather, perfect condition; £995.—Jones, Lennox St., Bognor Regis 2166. [3621

£275—Triumph Gloria saloon, 1937, excellent appearance, mechanically sound, new car delivered.—2, Victoria Terr., Dorking 2737. [3361

1939 Triumph 1½-litre Dolomite saloon, exceptional condition throughout; £450.—Sargeant & Collins, Bromley, Imperial 2242. [3233

1946 (Nov.) Triumph 1800 roadster, black, showroom condition, one owner, carefully driven, no dealers; offers.—112, College Rd., S.E.21. [2507

4000 miles, 1949 Triumph 2,000 R.E., saloon, black, beige leather, one careful owner.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4.

ROSE & YOUNG Ltd., offer 1948 Triumph 1800 roadster, exceptional condition; £860.—65-69, Sternhold Ave., Streatham Hill S.W.2 (1 minute Streatham Hill Station) Tulse Hill 6464. [1036

1949 Triumph 2,000 razor-edged saloon, black, speedometer reading 6,000; £1,195; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0621-2. [3549

1948 Triumph Roadster, metallic grey, carefully maintained and in perfect condition throughout, mileage 16,000 exceptionally good example; £850.—Archer, Crofthead, Scotby, Carlisle. Tel. Scotby 55. [3084

1938 Triumph Dolomite saloon, recellulosed Westminster green, all chrome parts re-plated, mechanically overhauled, a remarkable car; £595; any trial.—Kingston Garage, Springhead, Anlaby, E. Yks. Tel. 48882. [3383

1948 (October) Triumph razor-edge saloon, 14,000 miles, ready for immediate use; trade and part exchange enquiries invited; car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [2988

395 gns.—Triumph Dolomite, 1939, 1¼-litre 4-door Sports saloon, black, sliding head, green leather, radio, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4006

NAYLOR & ROOT, Ltd.—1948 Triumph Roadster, grey, blue hide upholstery, 11,000 miles, perfect condition throughout; £845; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each weekday including Saturday.

TRIUMPH Vitesse, late 1937, one particular private owner; a splendid opportunity to acquire an exceptional thoroughbred car with a performance really outstanding, definitely from 15 to 75 on top, without fuss; the appearance is original and superb; all aluminium coachbuilt body, low streamlined modern design, black, large outside luggage boot, 14.65hp, 4-cyl., 2 carburettors, 1 electric pump, quiet transmission, perfect brakes; wonderful steering and a pleasure to drive; taxed, unworn tyres; a superior attractive pedigree car which will definitely give years of very economical trouble-free motoring and also pride of ownership; genuine bargain; £265; 300 miles trial, also photo to genuine enquirer.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288.

Triumph Cars Wanted

C
M

THE CAR MART Ltd., wish to purchase Triumph cars.—320 Euston Rd., N.W.1. Euston 1212.

RIPCO, Ltd., wish to purchase Triumph cars, all models.—16, Albemarle St., W.1. Regent 2952-4.

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

Triumph Spares and Service

NEWNHAMS, Ltd.,

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnhams House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1559

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

UTILITY CARS

1949 Bradford Utility 6-light, one owner, 12,000 miles, 4 seats, blue, guaranteed; £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames Kin. 2241. [3467

G. P. (BALHAM), Ltd., offer:—

130 gns.—1936 Morris 8 4-door utility, replacement engine, genuine bargain.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117. [2321

UTILITY van, Packard Straight 8, with special roomy body, removable seat, radio, well shod all round, well maintained; inspection and trial welcomed.—Box 5720. [3402

HUMBER Utility offered, 27hp, engine and chassis as new, body panelled oak, sprayed khaki, with seats for seven, 75 mph, 15 mpg, reg. 1946; what offers? Any trial.—Box 5672. [3260

1949 Fordson 5-6cwt Utilecons, Utilivans and vans, low mileage vehicles in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3697

1949 A.C. 16hp utility, 15,000 miles, fitted with rear seat and rear and side doors; this car in showroom condition; £850.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

HAROLD RADFORD & Co., Ltd., specialists in re-designing and building wooden metal-panelled shooting brakes or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken 6642.

895 gns.—Lea-Francis (March, 1949) 14hp shooting brake, 4-door coachbuilt timber body, bronze wings and bonnet, sliding glass windows, drop tail-board, one careful owner, run 4,020 miles, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4014

Utility Cars Wanted

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

VAUXHALL 10

BRUTON'S, Ltd., offer: 1938 (July) Vauxhall 10 saloon, black, showroom condition replacement engine; £350.

14, Osten Mews, Emperor's Gate, S.W.7. Wes. 1242.

1939 December Vauxhall 10 special 2-door fixed head saloon recently completely overhauled at cost of nearly £200; £395.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [3480

BARGAIN £435 Vauxhall 10 1939 sunshine saloon, whole car really immaculate, faultlessly maintained, real opportunity to obtain post-war condition car; written guarantee; hire purchase, exchanges.

FAMES of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3909

CEDARS GARAGE.—All our used cars are carefully selected, tested and overhauled in our workshops before they are offered for sale with a 3 months' written guarantee and 2 free after-sales service.

1947 Vauxhall 10, black, 22,000 miles, one owner from new; £615.

CEDAR GARAGE, Lee Terrace, Lewisham, S.E.13. Tel. Lee Green 2920. [3168

VAUXHALL 12

OVERSEAS CARS, Ltd.

1948 Vauxhall 12 saloon, black; £775.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2736

1948 Vauxhall 12, 6,000 miles genuine, as brand new throughout; £700.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [3446

VAUXHALL 12hp (March) 1949 saloon, 3,750 guaranteed, spare unused; exchanges, terms.—Castle Bromwich Garage, Castle Bromwich. [3365

1946 Vauxhall 12 saloon, reconditioned engine, 9,000 miles, car in excellent condition throughout; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3975

CASS'S MOTOR MART.—1939 Vauxhall 12 de luxe saloon, blue, radio, superb condition; written guarantee.—5, Warren St., W.1. Euston 4110. [3308

VAUXHALL 12, January 1948, blue, crown upholstery, heater, one owner, low mileage; £750.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [2746

1939 Vauxhall 12 saloon, one owner, overhauled, including new engine, immaculate throughout; £395.—Tanner Bros., 871-875, Fulham Rd., S.W.6. Renown 4494. [3484

1947 Vauxhall 12 saloon, black with brown interior, nice condition, any examination; £650.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [2815

VAUXHALL 14

SIMPSON'S MOTORS offer:—

1946 Vauxhall 14, left-hand drive; £520.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [1009

BRAY MOTORS.—£125; 1934 Vauxhall 14 drop head foursome coupe, excellent runner.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3934

1938 Vauxhall 14 saloon; £285.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [9856

1947 Vauxhall 14 saloon, excellent condition, 18,000 miles only, black, brown leather; £715.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3905

1937 Vauxhall 14 saloon, £225.—The Lynch Garage (opp. G.P.O.), Uxbridge, Middx. Tel. 122. [3049

1938 Vauxhall 14, superior by far to usual model of that year, beautiful runner, good tyres, genuine; £335.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5575. [2052

GORDON CARS (LONDON), Ltd.—1946 Vauxhall 14 saloon, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3532

1938 Vauxhall 14 saloon; £285.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [3447

1938 Vauxhall 14, new engine, very good order; £295.—Barnes Garages, 315, Pinchley Rd., London, N.W.3. Hampstead 2221. Mal. 1627. [1190

1936 Vauxhall 14 grey saloon, first registered October, '36, 39,000 miles, excellent condition; best offer over £290; no dealers.—Grimsdyke 1404.

1948 Vauxhall 14 saloon, blue, fitted radio, heater, etc., low mileage, one owner; £825.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7190

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

VAUXHALL Wyvern, 1949, saloon, 7,000 miles; £895.

VAUXHALL Wyvern, 1948, saloon, 2,000 miles; £835.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3420

COACHCRAFT offer:—

£800.—1949 (reg. Oct., '48) Velox, 8,000 miles only, leather, heater, unblemished.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [3008

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Wyvern, black, 2,000 miles; £895.

1949 Vauxhall Wyvern saloon, blue with grey cloth upholstery, H.M.V. radio, heater, spot light, etc., 11,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0034. [4009

1949 (July) Vauxhall Wyvern, black, low mileage, car in perfect condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3260

£915.—1949 (July) Velox, under 3,000, £60 worth extras, virtually new.—R. H. Bareham, Bury St., Edmunds 553. [3793

5000 miles guaranteed, Vauxhall Wyvern 1948, just out of covenant, absolutely unmarked, spare unused; £825.—Wantead 5771. [3398

1949 Vauxhall Velox saloon, radio and heater, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3618

VAUXHALL Velox saloon finished green, mileage 13,000, first registered May, 1949; £925.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [3516

1949 Wyvern saloon, black/fawn upholstery, 5,000 miles, one owner, excellent condition; £875.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3698

VAUXHALL Velox, November, 1948, black saloon, 18,000 miles, one owner, first-class condition; £850 or best offer.—Write Chestnut Cottage, Acton Turville, Glos. Tel. Badminton 267. [4018

1948 Velox saloon, mileage 12,000, black, brown leather upholstery, absolutely perfect; £790; no offers.—Lilley, "Greenacres," 255, Duffield Road, Allestree, Derby. Tel. Derby 58135. [3062

1949 Vauxhall Wyvern saloon, finished Alpine green, grey cloth upholstery, fitted heater, spare wheel unused, one private owner, 7,000 miles; £875; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

NAYLOR & ROOT, Ltd.—1949 Vauxhall Velox saloon, black, grey upholstery, 5,000 miles, as new throughout; £845; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each weekday including Saturday. [3546

VAUXHALL 25

LIMOUSINE 1938 Double Enclosed Long-25hp Grosvenor, leather upholstery, exceptional throughout £845. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair 2941. [3499

1938 Vauxhall 25 saloon, laid up during war, mileage 44,000, black, green upholstery, taxed December, first-class condition, inspection and trial welcomed.—Flower, Tarrant Keynston, Blandford, Dorset. [3110

VAUXHALL MISCELLANEOUS

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SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4/6, Berkeley Square, W.1. Grosvenor 4328. [0017

GATEHOUSE offer 1946 October Vauxhall 12hp saloon, one owner; £595.

GATEHOUSE offer 1935 Vauxhall 14hp saloon, mechanically sound; £195.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [2755

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1949 Velox, black, low mileage, as new condition.

1937 Vauxhall 25, black, blue leather.

1949 Vauxhall Velox, under 10,000 miles, black, as new.

1939 Vauxhall 14hp, resprayed, reconditioned, exceptional.

ALWAYS a good selection of used Vauxhalls in stock, H.M.L. will purchase for cash all Vauxhall cars including latest models. [3449

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 737, Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 5887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285

Vauxhall Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

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SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4/6, Berkeley Square, W.1. Grosvenor 4328. [0018

I REQUIRE post-war Vauxhall urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2781

1949 Vauxhall Velox saloon required.—Turnbull, Ross House, Station Hill, Winchester. [3393

CORBITT & TAYLOR urgently require all types Vauxhall.—22, Conduit Mews, W.1. Amb. 6049.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. [8008

POST-WAR Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

WYVERN or Velox in exchange for Allard 1948 2-str, low mileage, cost new £1,300.—Tulse Hill 3664, or Box 5745. [3945

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063, 0929.

CAMDEN MOTORS require to purchase Vauxhall 14s, 1938-40. J type models, also Vauxhall 10s 1938-40, in good clean condition; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4604

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD HOUSE, 380/388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines) [0205

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall, 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6368. 'Grams Autospare Wimble, London. [0635

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks 85 Queens Rd., Brighton. [0381

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. [0196

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensbourne 2634.

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

VINTAGE CARS

1923 Ariel 3-seater 9hp car, only done 1,500 miles, last taxed 1925, original log book, original tyres, still as good as new; vehicle stored on jacks in dry barn 25 years; best offer over £50.—Horeham Rd. 280. [3299

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales service and spares. [0373

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1949 Wolseley 4/50 saloon, grey, grey leather, fitted wireless, as new.

1948 Wolseley 8hp saloon, black, brown leather upholstery, one owner, in excellent condition.

1947 Wolseley 12hp saloon, green with brown upholstery, one owner, carefully used.

LOW mileage Wolseleys are scarce, should your model not be in stock put your names on our used cars register for early notification.

EUSTACE WATKINS Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [2757

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1947 Wolseley 18hp saloon, colour black, brown leather, very excellent motor car; £835.—W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [9191

BASIL ROY.

1949 Wolseley 4/50, small mileage, condition as new; £1,095.—161, Gt. Portland St., W.1. Tel. Langham 7733. [3051

CAR MART, Ltd.

WOLSELEY Six-Eighty, 1949, saloon, 5,000 miles; £1,325.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3428

JACK ROSE, Ltd. offer:—

SEVERAL 4/50 Wolseley saloons; 1949 4/50 4-door de luxe model, in black, guaranteed 4,000 miles, as brand new; accept £1,050.

ALSO similar model in grey.

ALSO 4/50 model in maroon, recently fitted with all latest Wolseley improvements, including polished dashboard, door fillets and improved type engine; accept £1,075.

JACK ROSE, Ltd., Stafford Rd Wallington, Surrey. Wallington 6677/8. [3016

TOM GARNER, Ltd., offer:—

1949 Wolseley Six-Eighty saloon, maroon with brown leather, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3319

PHILIP RICKARDS, Ltd., offer:—

1939 Wolseley 25hp saloon with division, excellent condition.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [3712

PAUL STREET GARAGE, Ltd offer:—

1949 (June) Wolseley 4/50 saloon finished in grey with brown upholstery, low mileage, licensed end of year, this car is as new throughout; £1,075.

TERMS arranged.

PAUL STREET GARAGE, Ltd. 20, Paul St., London, E.C.2. Tel. Bishopsgate 6781-2-3-4 (nr. Liverpool St. Stn., or Moorgate Underground). [3910

MANN EGERTON & Co., Ltd., offer:—

1949 Wolseley 4/50 saloon, maroon with grey leather trim, heater fitted, mileage 1,980 only, spare unused, indistinguishable from new; price £1,150.

14, Berkeley St., London, W.1. Regent 2073. [3537

5000 miles, 1949 (June) Wolseley 4/50 saloon, maroon.—Ernest Sutton, Cleeve Hill (Glos.) 95. [2669

WOLSELEY Hornet 2-seater, very lively, just had £20 overhaul; £125 cash; taxed and insured.—Box 5647. [3135

BRAY MOTORS.—£195; 1935/6 series Wolseley 12 de luxe saloon, reconditioned engine, clean, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [3941

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083

WOLSELEY 1947 12hp saloon, low mileage, immaculate appearance; £850.—Tel. Streatham 3090 or Central 4733. [3375

1937-8 Wolseley 12 saloon, excellent; £360; payments.—Vaughan, 17 Astwood Mews, S.W.7. Fro. 1319. [3761

1946 Wolseley 12hp saloon, black, brown hide upholstery, low mileage, excellent order; £710.—Haskins Ladbroke 1155. [1277

WOLSELEY 25 saloon (1936) in good sound condition throughout; bargain at £240, or near offer.—Wray Park Garages, Ltd., Reigate 2263. [3595

L. F. DOVE (WIMBLEDON) offer 1946 Wolseley 12 saloon, immaculate condition; £750.—69, The Broadway, Wimbledon. Liberty 3456. [3813

GORDON CARS (LONDON), Ltd.—1948 Wolseley 12hp saloon, black, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3535

£185.—Wolseley 9 saloon, one owner, original condition, just rebored, perfect.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [3822

£495 1939 14hp Wolseley saloon; exchanges, hire purchase.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226 [1826

1939 Wolseley 16, 7,000 miles since reconditioned engine fitted, mechanically perfect.—Offers to Normanhurst, Helensburgh, Dumbartonshire. [3285

3000 miles, 1949 Wolseley 6/80 saloon, maroon, leather upholstery, spotless condition.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4.

£225.—Wolseley 14 saloon, low mileage, immaculate throughout, believed one owner.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen.

1937-8 14hp saloon, £100 overhaul, showroom condition inside and out; nearest £365.—93, Monarch Parade (opp. Baths), London Rd., Mitcham.

1948 Wolseley 18 de luxe saloon, black, brown leather, excellent condition; £875.—George Newman & Co., 569, Euston Rd., N.W.1. Euston 4466.

4/50 Wolseley saloon finished black with brown leather, first registered July, 1949, 9,000 miles; £1,175.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [3518

1939 Wolseley 18hp saloon, four green, excellent condition, reconditioned engine and new tyres; £695.—John W. Whalle, London Rd., Bishop's Stortford. Tel. 181 and 182. [2382

JARVIS & SONS, Ltd., offer the following: 1948 Wolseley 10, black, one owner, £765; also 23/12/47 registration Wolseley 8, black, £625.—Morris House, Morden Rd., S.W.19. Liberty 4656. [3184

WALTER SCOTT, Ltd.—1938 Wolseley 18 saloon, black-blue, original condition, exceptional in every way; £445.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [3441

£475 —1938 (July) Wolseley 14 de luxe sal., black, new engine, many extras, immaculate condition throughout.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0558. [3645

1050 gns.—Wolseley four-fifty (July, 1949) 4-door saloon, black, brown leather, Masterradio, heater, one careful owner, genuine 11,800 miles, practically new condition; terms, exchanges.—Rowland Smith, below:—

365 gns.—Wolseley 14/60 (Sept., 1939) de luxe 4-door saloon, black, sliding head, brown leather, one owner; terms, exchanges; list; open to week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4007

£275 —Wolseley 12hp Special foursome coupe, 1936-7, exceptionally attractive model with handsome swept lines, a full 4/5-seater with ample luggage accommodation in external rear boot, tastefully fin'shed in pearl grey with real leather upholstery; original log book shows one owner only up to 1945 and one other since; engine has recently had an extensive overhaul, including reboring and sleeving, and a host of other detail work; nominal mileage only; a genuine opportunity to purchase a really attractive-looking car of which the full history is known and can be substantiated.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities. Part exchanges. Free delivery. [3967

Wolseley Cars Wanted

EUSTACE WATKINS, Ltd. as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181) [5963

WANTED, 1938/39 Wolseley 12hp saloon.—Vandervells, 215, Haverstock Hill, N.W.3. Prim. 4441.

JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey Wallington 6677-8 [4928

CASH buyers of low-mileage Wolseley 8s 12/48, 14/60, 4/50; distance no object. Hattons, Lord St., Southport. Tel. 2268.

BLAKES, Wolseley, distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel Royal 6622. [7737

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [1764

Wolseley 4/50 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

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THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150 Park Lane, W.1. Gro. 3434.

Wolseley Cars Wanted

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel. Weybridge 253. [0540

Wolseley Spares and Service

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0207

R. HARDY & SON, 55, Marylebone High St., W.1 Welbeck 1101 Spares, reconditioned unit service and repairs for all Wolseley series models. [9471

EUSTACE WATKINS, Ltd. Chelsea Manor St., S.W.3 (Flaxman 8181) for Wolseley service. Complete overhauls, coachwork and reconditioned engines. [0377

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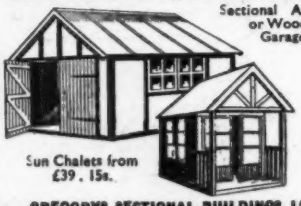

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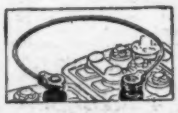

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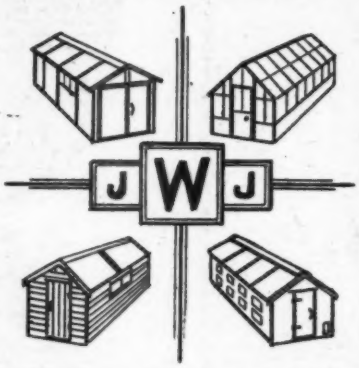

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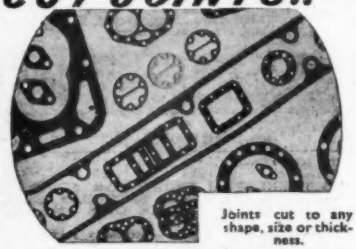

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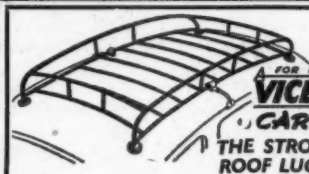

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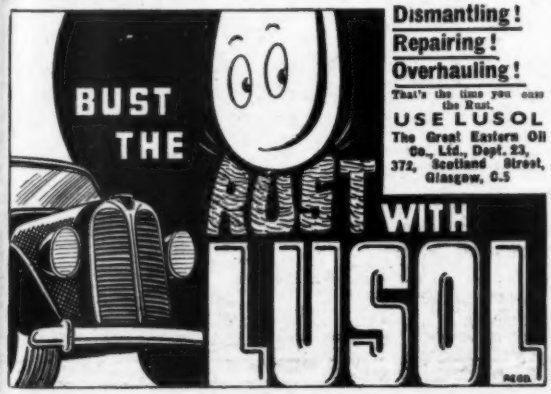

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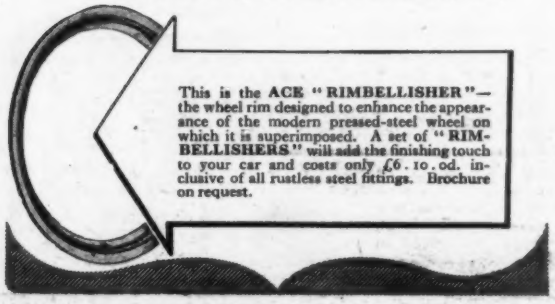

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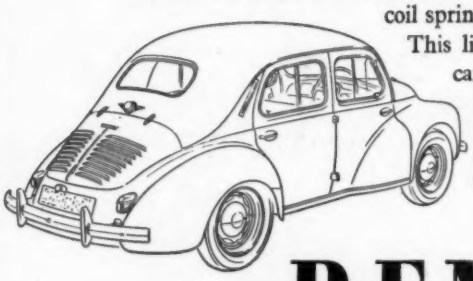

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